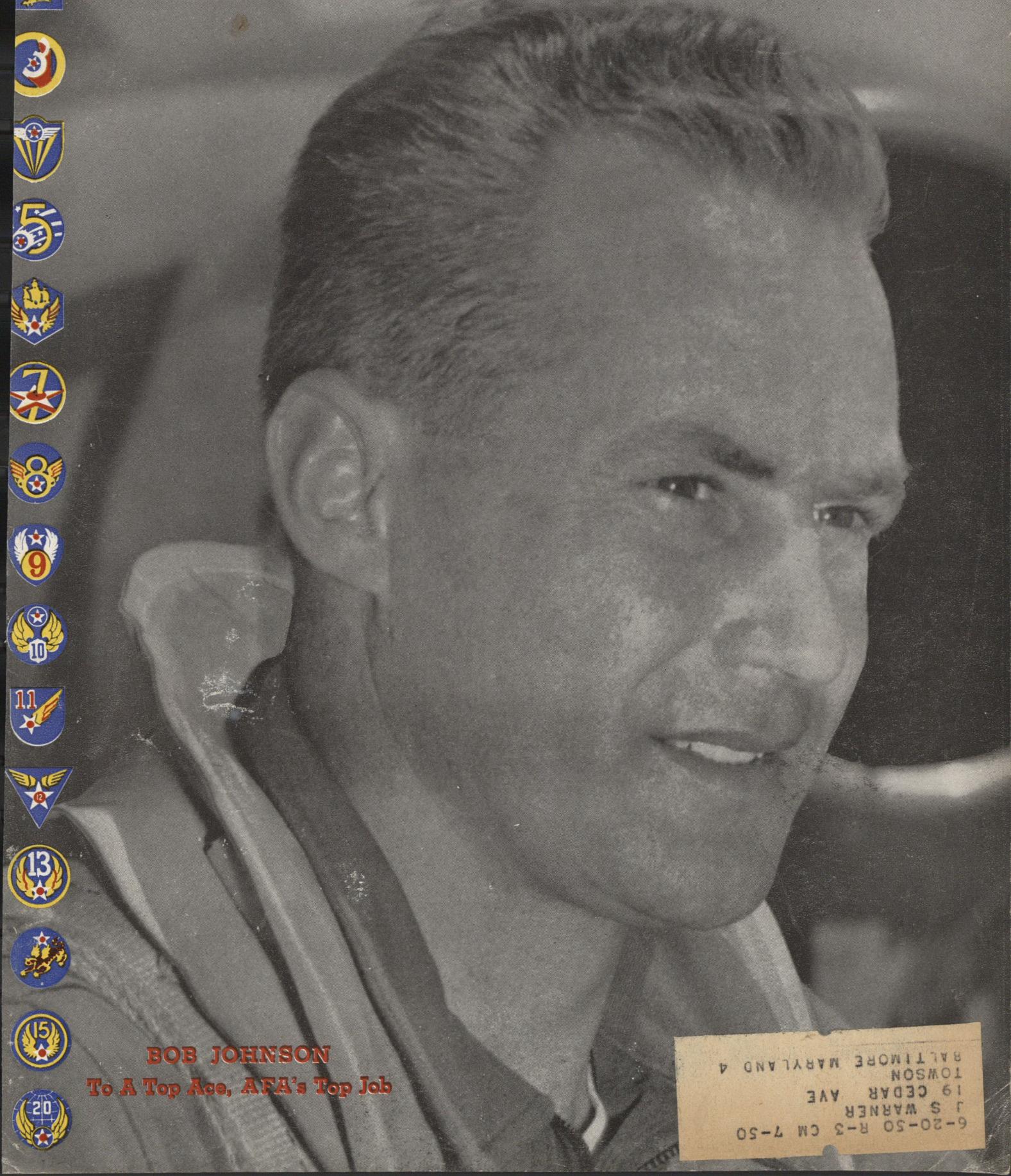


AIR FORCE

THE OFFICIAL JOURNAL OF THE AIR FORCE ASSOCIATION, AUGUST, 1949



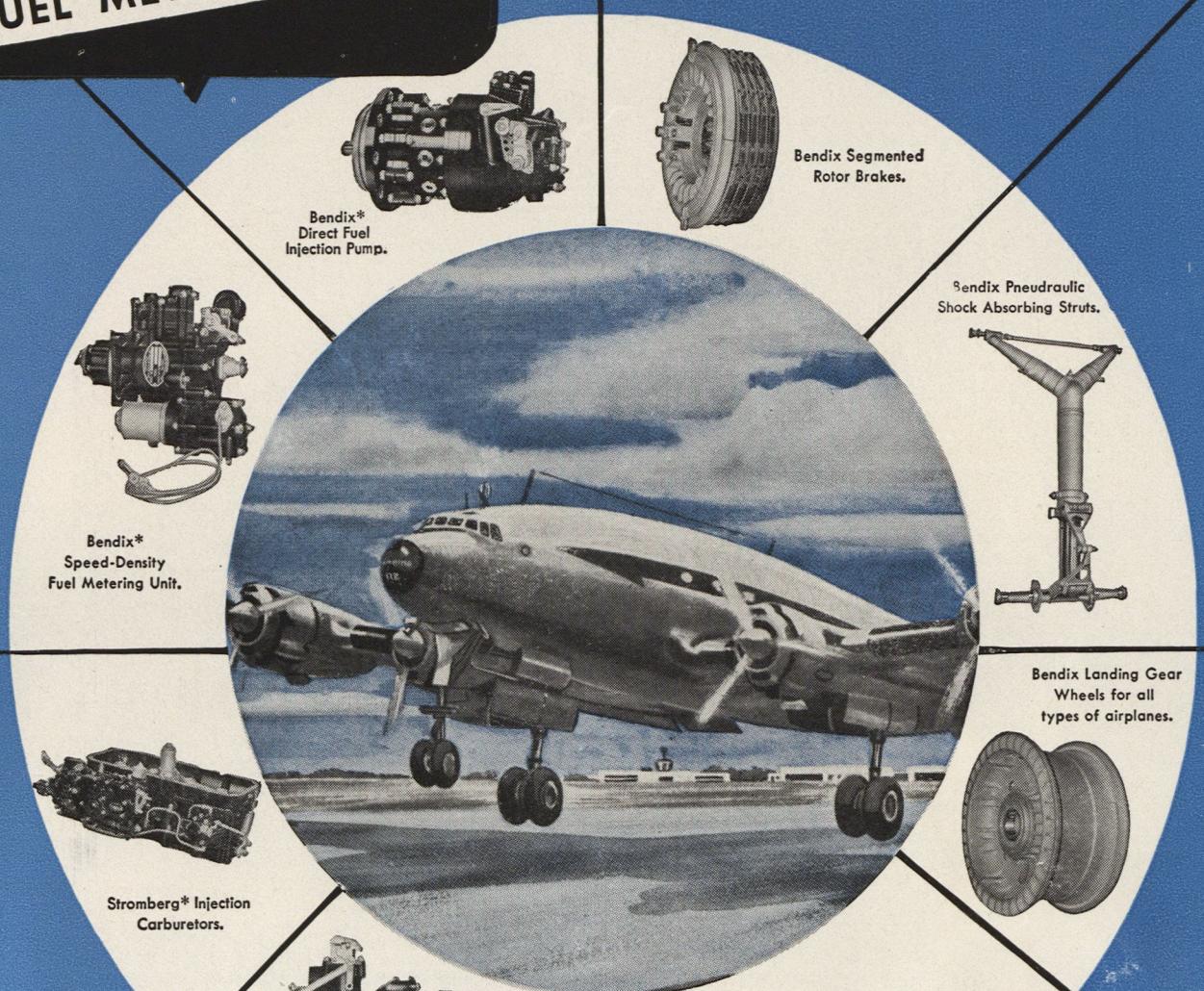
BOB JOHNSON

To A Top Ace, AFA's Top Job

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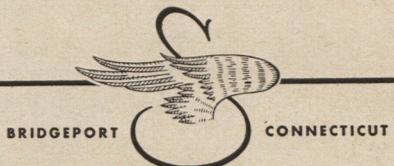
Engine builders and airframe manufacturers are urged to let this matchless combination of engineering experience and manufacturing facilities help solve their problems.

*REG. U. S. PAT. OFF.

SIKORSKY Helicopter NEWS

SIKORSKY AIRCRAFT

ONE OF THE FOUR DIVISIONS OF UNITED AIRCRAFT CORPORATION



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Here at Sikorsky Aircraft, leadership in the design, production and world-wide use of helicopters is a direct result of painstaking research, engineering, testing and production - with the finest and most modern facilities available.

A most recent and outstanding example is our rotor blade test stand. Designed by our engineers and built to our specifications, the three-story structure is capable of handling blades sweeping as much as 90 feet in diameter. On it, aided by electronics, our test engineers can study new designs of rotor heads and blades that will provide even better performance in tomorrow's helicopters.

Pioneering and developing such facilities runs into hundreds of thousands of dollars. But it explains, in part, why a Sikorsky helicopter was the first in this country to fly successfully, why Sikorsky helicopters were the only helicopters that went to war, why they hold all seven international major helicopter records and why they are known the world over for their ruggedness and dependability.

SIKORSKY AIRCRAFT

Bridgeport, Connecticut



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Gilfillan
LOS ANGELES

AIR FORCE

THE OFFICIAL JOURNAL OF THE AIR FORCE ASSOCIATION

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ITS OBJECTIVES

● **Active Members** are men and women honorably discharged from military service who have been assigned or attached to the US Air Force or its predecessor services, or who are currently enrolled in the Air Force Reserve or Air National Guard. **Service Members (non-voting, non-office holding)** are men and women currently assigned or attached to the US Air Force. **Associates (non-voting, non-office holding)** are men and women not eligible for Active or Service Membership who have demonstrated an interest in furthering AFA's aims and purposes, or in proper development and maintenance of US airpower.

● To preserve and foster the spirit of fellowship among former and present members of the Air Force, and to perpetuate the identity and group solidarity of wartime Air Force units large and small.

● To assist in obtaining and maintaining adequate airpower for national security and world peace.

● To keep AFA members and the public at large abreast of developments in the field of aviation, and to stimulate community interest in Air Force activities and installations.

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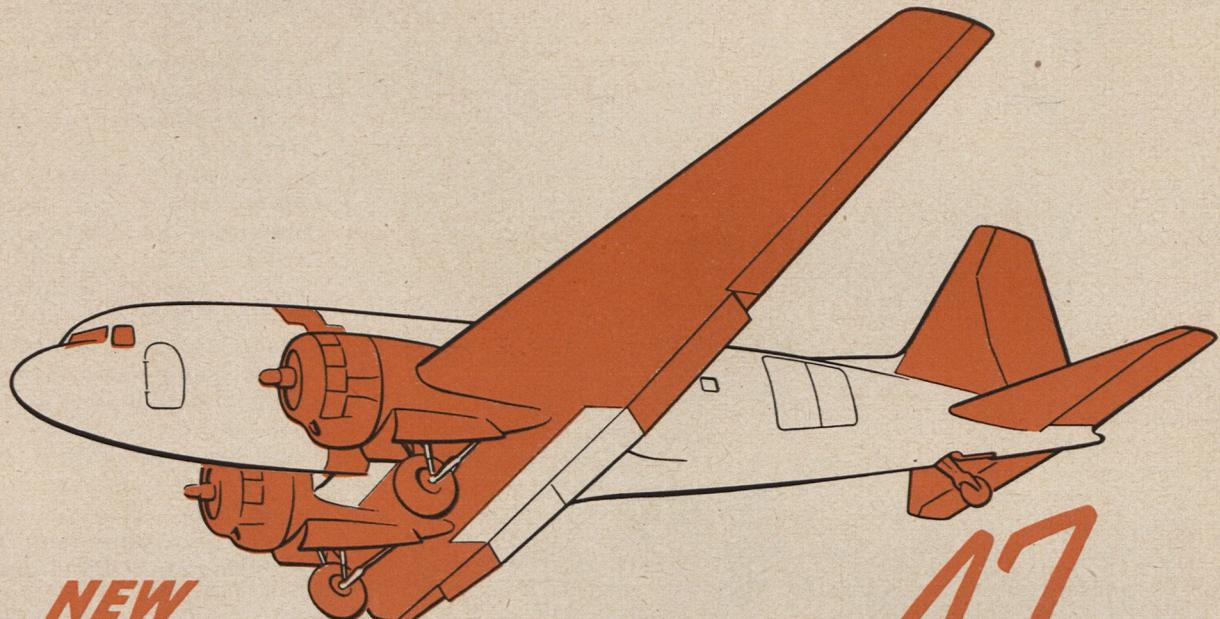
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NEW YORK OFFICE

(For correspondence pertaining to advertising matter in AIR FORCE magazine only.)

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ANOTHER MAJOR DOUGLAS SUCCESS!



Super C-47

(Red areas
above denote
new sections)

Over "The Hump"...Omaha Beach...the Berlin Airlift—wherever and whenever dependable air transport has been called for—Douglas planes have answered the call *successfully!*

Now comes a new model of the famous Douglas C-47—most rugged, time-tested airliner ever built. It's the Super C-47. Comparing favorably with the most modern transports of this class, the Super C-47 is the most economical means of obtaining swift, efficient military transports.

The Super C-47 will afford the military services a known and proved transport having higher speed, more payload, greater range and lower operating costs—yet presenting no extensive problems in training, maintenance, or spare parts supply.

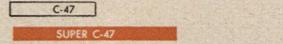
DOUGLAS AIRCRAFT COMPANY, INC., SANTA MONICA, CALIFORNIA

• ADVANTAGES OF THE SUPER C-47 •

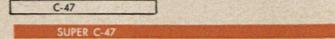
More Speed



Greater Payload



More Ton Miles Per Hour



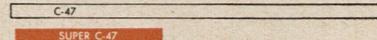
Lower Cost \$/Ton Mile



Greater Range



Lower Maintenance Costs



DEPEND ON DOUGLAS

AIR MAIL



Pipe That Admiral

Gentlemen: I've just read of Admiral Gallery's "admiration" for the Air Force Association as expressed in the June 25th issue of the Saturday Evening Post, wherein he links arms with a first rate Army general and tries to whirl him into the Navy hornpipedream about a war *without* the atom bomb. It makes me wonder if Admiral Gallery has heard of the Navy League, thriving decades before AFA.

Capt., USAFR
Rochester, N. Y.

• See "Shooting the Breeze", page 10.

Unification

Gentlemen: Your splendid efforts in integrating all services are laudable. Keep up the good work—we simply cannot afford the enervating effects of interservice bickering.

Capt. John L. Stewart
Minneapolis, Minn.

Sharp Eyes

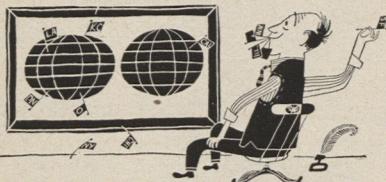
Gentlemen: Your article on the gunnery meet in the June AIR FORCE is a good one. I believe I spotted a mixup in the photos on page 20. It appears to me that the center picture does not belong with the other two. The F-84 in the center picture does not have dive brakes down, whereas the other two pictures show them down. The diagonal stripes in the center target run upper left to lower right while the other two run upper right to lower left. And the cloud pattern doesn't give the same cover.

Lt. Douglas Melzer
Pasadena, Calif.

• The lieutenant is correct. Somebody slipped us a curve and we missed it.

Our Own Geography

Gentlemen: How many people have called your attention to misplaced New York, N. Y. (in New Jersey), or the an-

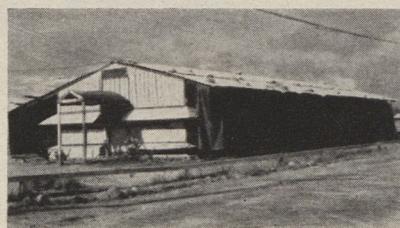


nexion of Cape Cod by Little Old Rhode Island on page 29 of the June issue of AIR FORCE. Hope your cartographer doesn't provide navigational maps, too.

Alan Katzenstein
Mount Vernon, N. Y.

Clark Field Housing

Gentlemen: In your May issue you carried a letter from Lt. Anenson with a picture of the new dependent quarters on Clark Field. Lt. Anenson stated that there were enough new barracks of similar design for everyone. His statement is true in part except that some of us are at present living in three-story concrete



barracks built prior to the first World War. Although several hundred of those dependent quarters have been built at a cost of several thousand dollars each, we still shave and shower in cold water. Many of the troops are quartered in new barracks, but others do not even fare as well as we, living in sawdust barracks of the type shown in the accompanying photo. Sandbags and tarpaulins are in preparation for a coming typhoon. Harry A. Stokes may be wrong when he says the GI's living conditions are bad, but Lt. Anenson can hardly be right when he implies that they are good.

S-Sgt. Sheldon L. Emry
Sgt. Robert W. Moore
Sgt. Richard D. Harrell
Cpl. George J. Howard
APO 74 c/o PM San Francisco
California

Bouquets

Gentlemen: I am sending in my four dollars for a membership renewal in AFA and a subscription renewal for AIR FORCE. It's the best invested four dollars of my meager salary and I read everything from Air Mail to the final ad in the back of the book. Please continue publishing such good articles.

Robert D. Lancaster
College Station, Texas

On Battleship Bombing

Gentlemen: In reference to a letter by Perry S. Patterson appearing in the July 1949 issue of AIR FORCE, I submit the following information taken from General Orders #114, Para. #1, Hq. 14th AF, dated 22 August 1945. This pertains to the 308th Bomb Gp., a B-24 organization: "Between 24 May 1944 and 28 April 1945 . . . they sank 107 merchant vessels and sank 12 enemy

naval vessels, including three cruisers and seven destroyers." While these operations were conducted at low altitude, they were not skip-bombing or dive-bombing. I understand that there was a B-24 group in the Fifth AF conducting similar operations. All the attacks I know of were conducted against ships underway either singly or in convoy.

Rudolph S. Wilsher
Philadelphia, Pa.

Gentlemen: Anent Perry S. Patterson's letter on high level bombing of naval ships, you mention the Italian cruiser Gorizia, but overlook another notable sinking. While the 97th was trying to sink the Gorizia, we in the 301st Bomb Gp. sunk the cruiser Trieste. It went under less than five minutes after the first bomb fell.

Dan Oredson
Minneapolis, Minn.

How Thirsty Can You Get?

Gentlemen: I was fortunate enough to be able to attend the National Air Fair in Chicago on July 3rd. May I offer my congratulations on presenting such a



fine show. I have, however, one gripe. I think, and I believe many other people will agree with me, that 15 cents is just too doggone much for a coke.

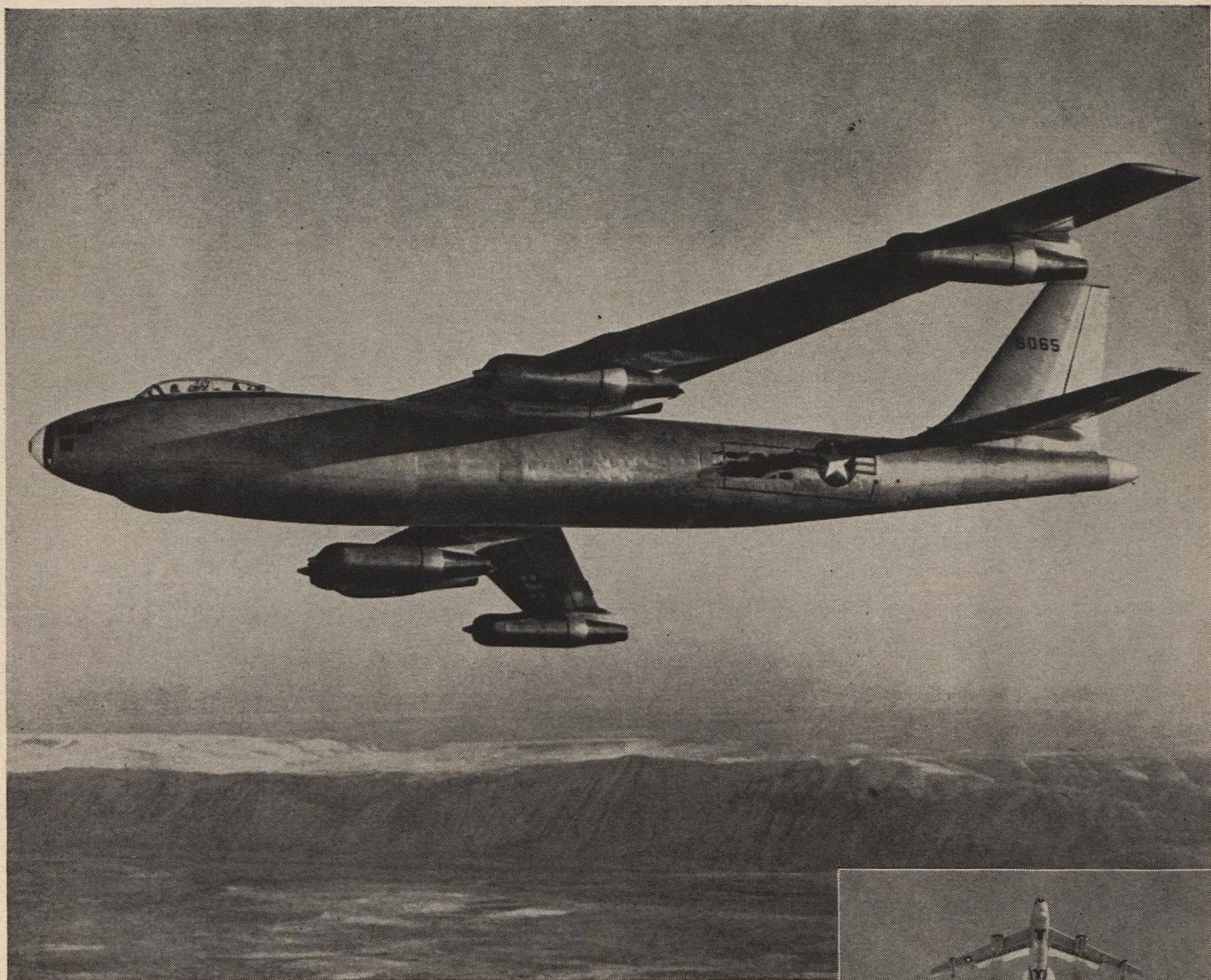
Wayne A. Miller
Tulsa, Okla.

What's In An Adjective?

Gentlemen: Enjoyed the July feature, "Are Fighters Obsolete?" very much, but in a caption under a picture of a Lockheed F-80 you say it "no longer fills requirements." If this is so, how come the Air Force still has about 2000 on order from Lockheed?

Herbert Fleishman
Washington, D. C.

• Perhaps it was a mistake to single out the F-80 as being out of date, when in truth the same could be said about any fighter the Air Force now has or will have for some time to come. The point we were trying to make was that the high performance B-36 has established a requirement for fighters, both in speed and maneuverability, which none of today's fighters fills.



Peace power gets a boost

If you agree with most of your fellow Americans that a strong U. S. Air Force is a potent factor in maintaining peace, this picture should cheer you.

It is the new Boeing B-47 Stratojet, fastest bomber in this country — probably in the world.

Slim, swept-back wing and tail surfaces and streamlined nacelles, mounted below the thin wings, give the B-47 a radically new look. But far more startling is the performance made possible by these and other features.

With its six powerful jet engines and auxiliary rocket units, the B-47 can take off and climb at almost incredible

speed. It can carry 20,000 pounds of bombs. And it flies at better than ten miles a minute. In February it set a transcontinental record of 3 hours, 46 minutes — from Moses Lake, Washington, to Andrews Field, Maryland, at an average speed of 607.8 mph. for the entire non-stop flight!

Boeing leadership in engineering and design gave America the B-17 and the B-29, backbone of our bomber force in World War II. It developed the B-50 Superfortress which holds a similar place in today's long-range bombardment. And in the new B-47 Stratojet, Boeing has produced another great airplane to help preserve world peace.



A Boeing B-47 Stratojet darts into the sky with rocket-assisted take-off.

Built by Boeing for the Air Force are the new B-47 Stratojets, the B-50 Superfortresses, and C-97 Stratofreighters; for the Army, the L-15 Scout liaison planes; and for five major airlines, the twin-deck Boeing Stratocruisers.



BOEING

Airpower in the News



THE INQUIRY ON THE B-36, ordered by the House, is expected to run several months, but no official date for opening of hearings has been announced by Mr. Vinson . . . House Armed Services Committee voted on July 12 to hold up military unification bill until B-36 investigation has been completed after disclosure of Sec. Johnson's orders to top Pentagon officials that Defense office would "co-ordinate" their proposed B-36 testimony; however, one portion of the unification bill, establishing three services on same fiscal policy, has passed the House . . . An executive order which, if not vetoed in 60 days, would reorganize armed services to give Secretary of Defense complete "authority, direction and control" over fighting arms, was submitted to Congress by Mr. Truman on July 18.

THE B-36 BOMBER PROGRAM was defended as necessary to meet "numerically superior" forces of Communism by Sec. Symington in recent Air War College and Staff School commencement at Maxwell AF Base . . . Modernization of two aircraft carriers at a total cost of \$80,000,000 was proposed on June 21 by Sec. Johnson with President Truman's approval.

A \$300,000,000-A-YEAR INCREASE IN PAY FOR MILITARY PERSONNEL was approved by Senate Armed Services Committee on July 18. The bill has already passed the House . . . A uniform military pay system for NME which will enable soldiers, sailors and airmen to draw their pay promptly anywhere in the world was put into effect on July 1.

A MEDAL FOR HUMANE ACTION for award to persons serving in or with U. S. armed forces participating in Berlin Airlift has been established by House and Senate, thus clearing the bill for the President . . . The AF is reviewing plan for reducing Anglo-American Airlift to Berlin. AF officials have not listed details of the plan.

AF'S NEWEST VERSION OF REPUBLIC F-84, F-84E, is now in production at Republic's Farmingdale L.I., plant. New model will feature increased engine power and 180 maintenance access doors in fuselage . . . AF is looking for one-man fighter plane with "robot co-pilot" to help hit bombers flying at ultra high altitudes and speed. If planners can make present ideas come true, pilot of such a plane may never see enemy bomber his radar-framed "assistant" discovers and shoots down . . . USAF fired fifth of eight modified German V-2 rockets at White Sands on June 14 in program designed to devise methods for parachute recovery of instruments from large rockets in USAF upper atmosphere research program . . . AF seat-ejection, bail-out tests near Hamilton AF Base recently resulted in successful ejection of personnel from jet plane flying at more than 550 miles an hour . . . Aircraft engine which AF believes is world's most powerful will get first test in B-35 flying wing bomber, Northrop Aircraft Inc. announced on July 7. The engine is the XT-37-1 Turbodyne, developed after ten years' research.

USAF'S "ENOLA GAY," B-29 which dropped atomic bomb on Hiroshima, was presented to National Air Museum of Smithsonian Institution, by US Air Force at Chicago's O'Hare Airport as part of AFA's National Air Fair on July 3 . . . Sec. Symington defended B-36 against "vicious attacks" in speech at AFA convention luncheon banquet in Chicago on July 2.

AF'S FIRST CO-EDUCATIONAL OFFICER CANDIDATE CLASS was graduated on June 30 at Lackland AF Base, Texas, with 238 men and sixteen women receiving commis-

(Continued on page 8)

Airpower in the News CONTINUED

sions in AF Reserve . . . 31 distinguished aviation cadets have been nominated by President Truman to be commissioned second lieutenants in Regular USAF. Graduates were selected from July 1 graduating class . . . President Truman has approved selection of 2,071 officers of USAF for promotion to permanent grade of captain with promotions starting after July 1 . . . AF strength on June 30 was 420,000, an increase of 2,200 from May 31.

A JOINT ARMY, NAVY AND AF PUBLIC INFORMATION CENTER is being established at 90 Church Street, New York City, for the convenience of newspapers, magazines and other news media in New York area, Sec. Johnson announced recently . . . Military Procurement Information Center to provide guidance to businessmen seeking contracts with Army, Navy and AF has been established by Munitions Board . . . Storage facilities at AF bases throughout country have been offered to Department of Agriculture by AF recently in move to help alleviate problem of insufficient granary space for nation's bumper agricultural crops . . . Dr. Raymond B. Allen and Dr. Richard L. Meiling were sworn in recently by Sec. Johnson as Director and Deputy Director, respectively, of newly-formed Medical Services Division of NME.

A MONUMENT HONORING TWELVE AMERICANS who gave their lives in fight for Norway's freedom in World War II will be dedicated at ceremonies on August 7 at spot on rugged mountainside in northern Norway where the men were killed in airplane crash . . . A memorial to Mr. Forrestal will be erected in the Pentagon, Sec. Johnson has announced. Contributions are limited to one dollar and will be donated by his associates . . . A Berlin-bound C-54 Airlift plane crashed in Soviet Zone of Germany on July 12 . . . Rep. Rogers, Mass., urged on the floor of the House, July 13, early action on resolution introduced by her, calling for investigation and research into the accidents or causes of accidents of planes.

AN ARMED FORCES CHAPLAINS BOARD to coordinate policies and activities of Army, Navy and AF was established by Sec. Johnson recently . . . Commissioned officers of AF holding letters of selection as permanent warrant officers junior grade will be eligible for permanent promotion to chief warrant officers upon completion of ten years of active Federal commissioned service, it was announced in clarification of policy by AF on July 14 . . . A spokesman for Gen. Chennault denied reports that the retired AF officer is organizing new group of American "Flying Tigers" to fight for Chinese Nationalists . . . Muroc AF Base called Siberia by Rep. Anderson (R., Calif.) before House Armed Services Committee on July 19. He told the Committee that he had read a "shocking" newspaper article describing enlisted men's housing facilities at Muroc."

SIXTY-SIX NEGRO AF OFFICERS, stationed at Lockbourne AF Base, Ohio, have been reassigned by USAF headquarters to new duty stations throughout the AF as part of recently-announced policy providing for equality of opportunity.

NAMES: Robert S. Johnson, Farmingdale, L.I., was elected President of AFA for 1949-50 at Chicago convention, July 1-4. C. R. Smith, New York City was named Chairman of the Board . . . Gen. Vandenberg gives Army Chiefs assurances greater emphasis will be given tactical aviation in future AF planning and operations . . . Admiral W. S. Blandy told 32nd annual convention of Lions International in New York recently that atomic bombing alone cannot win a future war . . . Gen. Pete Quesada was guest speaker at American Legion convention, Wheeling, West Virginia, on July 2 . . . Lt. Gen. E. W. Rawlings, Comptroller, USAF, spoke at Dedication Banquet, Winona Airport, Winona, Minnesota, recently.



Rancher...manufacturer...publisher prove

Bonanza travel pays

Sundays, Paul Harbaugh goes to church — 200 miles away! He and his wife fly their Bonanza to Oklahoma City from their busy Texas ranch in just over an

hour. Weekdays he rounds up cattle by air and even picks up mail. When roads are snowbound, the Bonanza is often the only transportation moving.

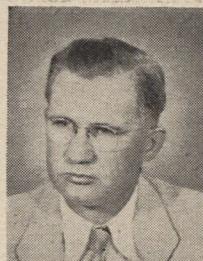


Key men of Reuland Electric Company, Alhambra, California, can now cover all distributors and sales meetings and still keep up with home office work. Two company-owned 4-place Bonanzas double their productive time. Company gives outstanding service with Bonanza emergency deliveries of Reuland Electric Motors. Says Howard Reuland, "Our Bonanzas are paying investments."

**Apply Bonanza Transportation
to your business**

Company ownership of this fast, quiet plane turns travel days into travel hours — time saved you can put to profitable use. Investigate! A note on your company letterhead will bring an informative 60-page brochure on "The Air Fleet of American Business." Write today to Beech Aircraft Corp., Wichita, Kansas.

BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS



A string of newspapers from Gadsden, Alabama, to Middletown, New York, takes lots of attention. Carmage Walls, president, General Newspapers, Inc., can do it with a Bonanza available for any-time mobility. "Doubles my capacity for work," he states.

Newspaper men find it ideal for spot news coverage. Amazing economy. Pennies-per-mile operating cost.

Top speed, 184 mph • Cruising speed, 170 mph • Range, 750 miles

Beechcraft
BONANZA
MODEL A35

SHOOTING

An Open Letter to Members of the Washington Press Corps:

The Navy League of the United States seems to think you can be had for a price. We resent the implication, against you as individuals, against freedom of the press. Hence this letter.

We recognize the power of the Navy League. It is evidenced in this statement of your colleague, Tris Coffin, from his syndicated column of June 10:

"A rough, bruising attack by an unregistered lobby has just about killed any hard-boiled Unification of the quarrelling armed services this Congress. The jarring blows were struck by the powerful, pressure-wise Navy League of the United States."

As Mr. Coffin explained, the Navy League, though not registered as a lobby, has conducted a strong, effective campaign against the Administration bill to reorganize the defense establishment and strengthen Unification. In so doing, as he suggests, the League has fought against Unification itself.

We realize that columnist Drew Pearson may be right when he states, as he did in his June 17 dispatch, that the Navy League is "the most powerful backstage lobbying organization ever to buttonhole Congressmen for a Government bureau."

But we do not believe the Navy League can influence, with promises of financial reward, the men and women of the Washington press corps.

Last issue, on these pages, in exposing the scope of the Navy League's pressure program, we told how League leaders dangled the lure of "Navy purchases" before its members to goad them into action, how it appealed to them with the cash-and-carry slogan, "Navy Business Is Your Business."

Mr. Coffin, in his June 10 column, reveals another dollar-sign approach of the League. He reports: "Another tactic in this hard-riding campaign is for Navy contractors to put the bee on newspapers carrying their advertising." And he explains, "Navy contractors are organized in the Navy Industrial League."

To you who have been exposed to every conceivable type of pressure, who no doubt get sick in the stomach at people who try to worm their particular form of selfish interest into your news dispatches, this all may seem like a familiar story—backstage lobbying, vested interests, advertising pressure. That it should be directed against Unification, so vital to the defense and economic welfare of the nation is, of



THE BREEZE

course, a dangerous development. But effective though the promotion pattern may be, it is hardly unique.

The Navy League, however, has another angle to its pressure campaign. And that's where you come in. For the League lays cold cash on the line and says, in effect: Write it the way we like it and the cash is yours. If you've already been contacted by the League on this proposition you know what we're talking about. Just in case the League hasn't got around to you yet, here's the deal.

The Navy League, as you may know, has embarked on a \$500,000 public relations campaign designed, it states, "to establish the Navy and Naval Aviation as an essential element of National Defense." If you gather from the statement of Mr. Coffin, mentioned above, that the campaign is anti-Unification, you are quite right. At any rate, the League, in its own words, uses techniques which have "long been followed by 'big business' in community relations." Now the League would use you.

The campaign is spelled out in some detail in a booklet, published for League members, which packages the plan under the title, "The Navy League's Action Line for '49" (we will be happy to supply photostatic copies upon request). Your part in the scheme, as League leaders would have it, is explained in the following passage from this booklet:

"The Navy League press and public relations campaign will have professional assistance in Washington, D. C. The Navy Department is here. This city is the fountainhead of world news; particularly in matters of national defense.

CONVENTION PICTURES

Glossy prints of the AFA National Convention and National Air Fair in Chicago are available at nominal cost. They include all pictures appearing in this issue plus a choice selection of more than 50 additional photos. News and candid shots in 8 by 10 inch size; a special Air Fair shot, 10 by 30 inches; banquet photo (and special ATC Reunion shot) 12 by 20 inches. For list of available photos write to National Headquarters.

Special bulletins and press releases will be issued to keep the public and League members fully and promptly informed of developments affecting the Naval defenses of the nation. Close liaison will be maintained with the Washington press corps and free-lance writers contributing to magazines with national distribution. Financial awards will be established for outstanding articles and stories with a Navy theme. Every assistance will be given writers in the preparation of information and materials upon which to base manuscripts. Close liaison will also be maintained with the Navy Department in order that themes of importance to Navy welfare may be developed.

Well, there you have it. The League offers "liaison" and "assistance," and, in conjunction with the Navy Department, promises help in developing "themes of importance to Navy welfare." And if your "Navy theme" stories are sufficiently "outstanding," you are in line for "financial awards."

The Navy League may be powerful. It may lobby to perfection. But we think the League has over-stepped itself. We think its plan for establishing a journalistic red light district in the nation's capitol will fail for lack of customers. We have faith that you, as representatives of a free press, will continue to report the news as you see it.

Sincerely,
James H. Straubel
Editor

MESSAGE FROM SONOMA

Each year at convention time the Old Man makes plans to join the gang at AFA's annual reunion. Each year the "medico," as he calls him, says no. And so it is at these national get-togethers that we must be satisfied with a message from General of the Air Force Hap Arnold. His message to the Chicago convention just passed, read at the Air-power Banquet, reflected the visionary outlook which has always characterized the Old Man's approach to things.

"No airman can long remain a respected member of his profession," the General said, "who fails to keep pace with its incredibly fast-changing pattern—difficult and complex a job though that may be." He urged that we gear our interests "not too much to the past, nor to the far forecasts of the future, but, realistically, to the time in between, to now, and the years just ahead."

Summing up the major challenge to this generation as a resolve that "There must never be another global war," the Old Man left the old gang with this thought: "Today anything less inclusive

than a global outlook is provincialism. We all realize this; some in a rather nebulous way; others very, very clearly. It is a far more difficult matter to adjust our attitude and our working philosophy to this concept, to practice what we think; but when we do there will be the larger understanding and the greater tolerance that will ultimately level man-made barriers just as surely as scientific progress has leveled physical barriers and reduced distance to nothingness.

AIR FAIR HONOR ROLL

AFA's recent annual convention in Chicago, with its huge National Air Fair, was made possible only through the cooperation of many individuals, many agencies, many corporations. In the special edition of AIR FORCE, published as a souvenir program of the Air Fair, we attempted to give credit where credit was due. It's worth repeating at this time the list of companies which served as co-sponsors of the Air Fair.

Admiral Corp., Allison Division of General Motors, American Airlines, Beech Aircraft Corp., Bell Aircraft Corp., Bendix Aviation Corp., Boeing Airplane Co., Butler Paper Co., Chicago Daily News, Chicago Herald-American, Chicago Sun-Times, Chicago Tribune, Douglas Aircraft Co., Gardner, Carton & Douglas, General Electric Co., Hallcrafters Co., Hughes Aircraft Co., Mandel Brothers, Nationwide Food Service, Inc., Republic Aviation Corp., Sears, Roebuck & Co., Slick Airways, Sperry Gyroscope Co., Standard Oil Company of Indiana, Thompson Aircraft Products Co., Transcontinental & Western Air, Inc., United Aircraft Corp., United Air Lines, Inc., Westinghouse Electric Corp.

Auld Lang Syne

The reunion of two wartime Air Force friends which took place recently at Mitchel Air Force Base near New York City has the stuff from which great novels or movies, at least great recruiting posters, could be made.

The one, Major Joseph P. Giblin, left Mitchel, quite obviously in a hurry, to return to civilian life and a job as regional insurance officer for the Veterans Administration in Virginia. His friend was shelved at Mitchel. That was 1944.

Not long ago Major Giblin was recalled to active duty to advise First Air Force personnel on National Service Life Insurance problems. The assignment took him back to Mitchel. While dining at the officers' club there one evening he suddenly remembered his old friend. He walked over to the bar, announced for all to hear that he had left his friend in care of the bartender at the establishment a full five years ago, that he expected a reunion.

The bartender hesitated only a moment, then produced a bottle of bourbon with Major Giblin's name on it. The Major took his friend to the table and had a reunion, aged in wood.

J. H. S.

CREDITS: Cover—Republic Aircraft, Convention and Air Fair pictures by John E. Harmon, Jim Trehearne (AF), James Rizzo (AF), Oscar Smolka, Louie Lee, and Joe Markos.

OPERATION : OPPORTUNITY



With versatility as co-pilot, wing ahead smoothly and efficiently with the greater AVITRUC—designed for the specific job of carrying increased tonnage economically and dependably.

A high performance carrier engineered to load bulky items without disassembly—it's the C-123, big brother of the C-122.

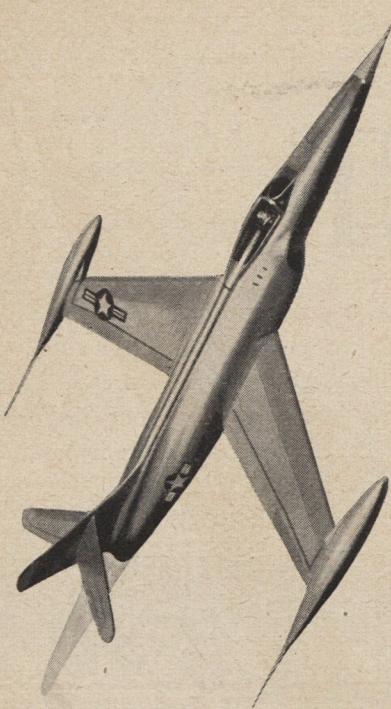


Chase AIRCRAFT CO., Inc.
WEST TRENTON, NEW JERSEY



Lockheed Penetration Fighter...





range, speed
and durability

This is the F-90, a Jet Penetration Fighter, built for the U. S. Air Force by the Lockheed Aircraft Corp. It is designed to fly long ranges at high speeds. It can penetrate deep behind enemy lines to win and maintain air superiority and to destroy ground installations.

The F-90 is a big airplane for a big job. It is a rugged fighter, capable of inflicting heavy damage and taking a lot of punishment. And it is a two-fisted fighter—two jet engines, duplicate controls and two sets of everything else vital to an airplane's operation. It could suffer direct hits knocking out either engine or set of controls and still return to its base.

The F-90 is a versatile airplane, able to perform many jobs besides penetration fighting. It can be adapted as an ideal photo reconnaissance plane. Camera equipment can be serviced or replaced in a matter of minutes. Another simple modification and the F-90 is an excellent interceptor with outstanding climb, maneuverability and fire power. This quality of being many models in one spells additional Air Force economy and efficiency.

Lockheed

LOOK TO LOCKHEED FOR LEADERSHIP

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RENDEZVOUS

Where the Gang gets together

MISSING CO-PILOT: Where the hell is the co-pilot of Malfunction Junction? The crew wants to hear from Jim Hallunberg, especially me. G. C. (Doc) MacKenzie, Millbrook, N. Y.

PIX, HOOCH & ROCKY: Would like to get some pix of P-51s and Spitfires escorting B-26s over Europe, or shots of Mosquito bombers in flight. Also would like to hear from Lt. Thomas B. (Hooch) Bowdre and Lt. Graydon K. (Rocky) Eu-bank, 452nd Bomb Sq., 322nd Bomb Gp. E. L. Bowman, Box 805, Mc-Comb, Miss.

WHERE'S ANDY: I would like very much to trace Lt. Andrew Gusman last known to be on assignment to Orlando AFB, Florida. Formerly assigned to the 1060th AAFBU at Greensboro, N. C. Any information will be greatly appreciated. Harold L. Tomkiel, 497 Elm Ave., Chula Vista, Calif.

HEY, GANG: Would like to hear from any of the old gang from the 456th Air Service Sq., 322nd Service Gp who strung along with us at Bizerte, Tunis, Castlevestano, Catania, Brindisi and Naples—such guys as Berto, Brennan, Junge, Biondi and Peck. John J. Allen (Vino Joe) 58 Gardner St., West Roxbury, Mass.

PICS AVAILABLE: Many of my ex-service buddies have requested copies of a rather good set of Army and Navy aircraft pictures that I have. These are all excellent kodachromes taken over a period of eight years and include fighters, bombers, trainers and jets. I should like to make duplicates available to anyone who wants them. Just drop me a line and

I'll send you a list of available shots. William J. Jahoda, 13 Fairview Avenue, New Paltz, N. Y.

LOST BUDDIES: Would like to hear from anyone knowing the whereabouts of Herman W. Wood (former Pfc.) at Fort Davis, C. Z. in '40 & '41, or James N. Seneff (Pvt. at Scott Field, Ill., in '42 and later at San Antonio as a cadet). T-Sgt. Wm. Z. Smith, Hq. Sq., TD, AFTRC, Scott AFB, Ill.

366TH FIGHTERS: I would like to hear from former members of the 366th Fighter Sq., 301st Bomb Gp. How about a line, boys. Ernest Hupke, 604 East Church St., Salisbury, Md.

REUNION: The first reunion of all personnel of the 669th Bomb Sq. and the 416th Bomb Gp. will be held in St. Louis on Labor Day Sept. 5, 1949. For information contact Dolphus Whitten, Jr., Henderson State Teachers College, Arkadelphia, Ark.

KIA: Would appreciate any information, pictures, letters or documents concerning the military career of my son Maj. T. B. McGuire, Jr., who was killed over Los Negros on 7 Jan 1945. Mr. T. B. McGuire, 51 Chestnut St., Ridgewood, N. J.

NEWS LETTER: I have dreamed up the idea of getting up a news letter to all former members of the 404th Bomb Sq. who served with me in Alaska, Uda & Slymia. Would therefore like to hear from all former members of the outfit. Charles B. Reynolds, 3015 Montrose Ave., Richmond, Va.

ATTN CHEM. STORAGE: Will all members—officers, warrant officers and

enlisted men—formerly of the 501st Chemical Storage Co. (AVN) stationed at Mitchel Field, Long Island in 1942-43-44 and its sub-bases at Camp Mills and Camp Santini please write to Clyde Jennings, c/o Deauville Bags, Inc., 31 East 32nd St., N. Y. C. or Joseph G. Frankau, 196 Sherbrook Blvd., Upper Darby, Pa.

MISSING BUDDY AND FILM: Wanted, home address of former S/Sgt. Johnnie C. Denayer of the 94th and 449th Bomb Gps, also any information that might lead to the recovery of six rolls of 828 film that was missing from my kit when I went down on 14 July 1943. T/Sgt. Joseph E. Manos, 12145982, Hq. & Hq. Sq., 52nd Air Base Gp, Mitchel AFB, Hempstead, N. Y.

OFFICERS ONLY: There will be a reunion of all 79th Fighter Gp. officers at the Hotel Sylvania, Philadelphia, Pa. on August 5-7. Details have sent by mail to as many as possible. Notify your buddies. For info write Gerald Teldon, 1075 Cedar Lane, Woodmere, L. I., N. Y.

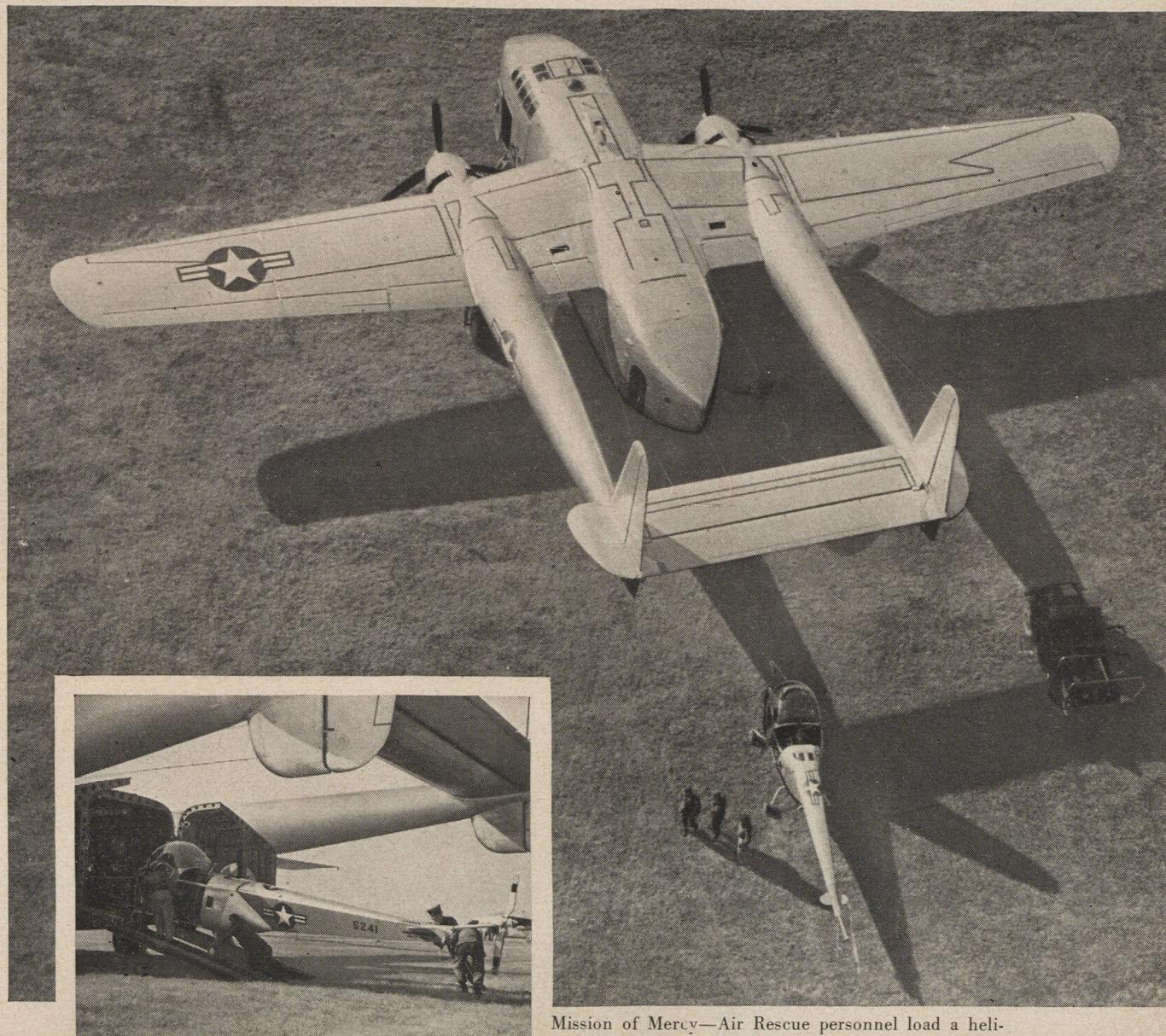
LOST BUDDY: Am trying to locate an old buddy of mine Cpl. Fred Allen Dougherty formerly with the 873rd Bomb Sq., 498th Bomb Gp. Back in 1941, his home address was Center, Texas. Does anyone know where he is now? T-Sgt. Wallace H. Gross, 3362nd Trg. Sq., Branch Post Office, Chanute AFB, Rantoul, Ill.

HEY ART: Request all information possible on present whereabouts of Sgt. Arthur R. Peabody formerly attached to the 404th Bomb Sq. at Sheyma, Alaska. Forrest L. Rahrig, Box 253, Delphos, Ohio.

LOOKING FOR SOMEONE? ANY ANNOUNCEMENTS TO MAKE? WRITE RENDEZVOUS AND RENDEZVOUS READERS WILL WRITE YOU.

AIR RESCUE

Over faraway jungles, deserts and mountains, helicopters of the USAF Air Rescue Service have flown in search of stranded airmen and passengers. The helicopters got there because they have been given a "mother" ship—the Fairchild Packet—that transports them over distances far beyond their range. Thus, our Air Force has added a new ability to the versatile Fairchild Packet—increasing the importance of its part in the development of modern airborne military tactics.



Mission of Mercy—Air Rescue personnel load a helicopter into the spacious cargo hold of a Fairchild Packet.

 **FAIRCHILD**

ENGINE AND AIRPLANE CORPORATION
30 ROCKEFELLER PLAZA, NEW YORK 20, N. Y.

Divisions: Fairchild Aircraft, Hagerstown, Md.
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• Subsidiaries: Stratos Corporation, Farmingdale, N. Y. • Duramold Aircraft Corporation, New York 20, N. Y.

CHICAGO REPORT

For four hot days Chicago
was the most airpower con-
scious city west of Berlin

THE National Air Fair, held in conjunction with AFA's annual convention in Chicago last month, had one purpose; to sell the airpower concept to as many people as could get near Chicago's O'Hare airport. That it was successful to an extraordinary degree is attested first by an attendance figure of well over a hundred thousand, and second by numerous scenes such as the one at right of two unidentified Chicago housewives who are examining an F-82 night fighter as carefully as they might a bargain in Macy's basement. They are feeling the material of which airpower is made—giving the goods the old thumb-and-finger test. As AFA knew when the show was planned, they (along with tens of thousands like them) would buy only after they had convinced *themselves* of the item's quality. They were not likely to be swayed by sales talk nor high pressure propaganda.

And so for four hours on both July 3rd and 4th the "customers" were allowed to scrutinize to their heart's content. They crawled through a B-29 cut-away, stood in open-mouthed awe beneath the wings of a B-36, whistled incredulously as an F-86 streaked past them at near the speed of sound, gasped at the precision flying of a four-jet aerobatic team from Williams Field, Arizona, and applauded enthusiastically as a "lift-weary" C-54 arrived from Berlin to be met by a new plane on its way to take over where the coal-caked ship had left off.

When the show was over, one thing was certain. In spite of the heat (the hottest streak of the season to that point) AFA had made many a sale—with a minimum of talk.

FOR OTHER CONVENTION
HIGHLIGHTS, SEE THE
FOLLOWING PAGES

AIR FORCE
AUGUST, 1949



THE GENERAL SCENE

Delegates strike happy balance between serious business and serious fun to make '49 convention whopping success

HAD it not been for the Air Fair, which dominated Chicago's front news pages for three days running, it is doubtful that the Windy City man-in-the-street would have been more than vaguely aware that he was host to the Air Force Association over the Fourth of July week-end. As has become their tradition, AFA convention delegates set about the job that had brought them there with a decorum and resolve not usually associated with veteran's conclaves. At the airpower luncheon on Saturday the two main speakers got them on their way. Said Air Secretary Symington: "Airpower has grown from a faith into a fact, leaving only this question: Shall we be airpower's master, or its victim?" Added USAF Chief of Staff Vandenberg: "We must exploit every technical advance and every improvement in weapons that ingenuity of our planners can achieve. By the time each advantage is lost we must be ready with another."

With these words fresh in mind, the delegates went on Saturday afternoon to adopt by unanimous acclamation the statement of policy highlighted on the opposite page and reprinted in full on pages 42 and 43.

Afterward, as witnessed by some of the pictures on these pages, the delegates relaxed with an enthusiasm at least equal to that they had displayed in their approach to the problem of national defense.



Phil Cochran (right) welcomes pilot of California Reserve unit to Fair.



Paulette Goddard (outstretched hand above) joins in fun at Friday's cocktail party. Below, Bebe Shopp, last year's Miss America, talks it over with Gen. Harold George, retired chief of ATC.



Above, Congressman Carl Hinshaw, columnist Gill Robb Wilson, financier Floyd Odlum, Jimmy Doolittle, and aircraft executive Ken Ellington meet at Saturday cocktail party. Below, Col. Lin Wen K'ei of Chinese military staff at U.N. signs in for convention.

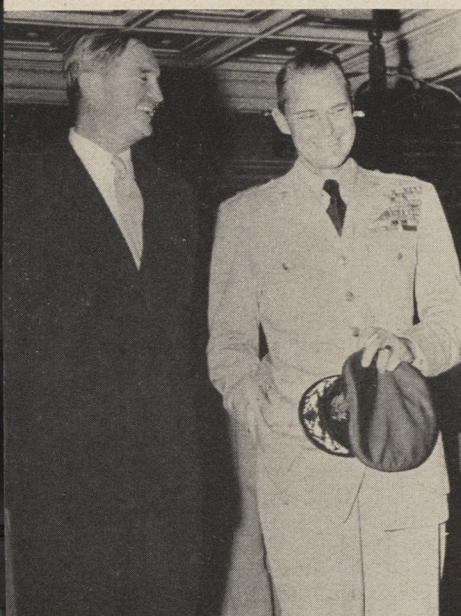




Retiring chief C. R. Smith extends a special welcome to June Lockhart.



AF Generals McConnell and Whitehead answer Reserve forum questions.



Secretary Symington and Gen. Vandenberg arrive at Saturday's banquet.



Above, the speakers table at Airpower Banquet. Men at the table just below are seven of USAF's Medal of Honor winners. They received tremendous ovation.



AFA's president Bob Johnson (center) confers with delegation from Honolulu. Vocal contribution of island contingent was as loud as the shirts they wore.

POLICY HIGHLIGHTS

Proud of the recognition airpower has achieved, AFA still points with determination to the job ahead

While we take pride in the proven efficacy of airpower as peace-power reflected by world events, the Air Force Association cannot be complacent over the degree of recognition afforded airpower's supreme importance. The objective findings of the Presidential and Congressional Air Policy Board have not been implemented. We attribute this deficiency to three major causes.

- The United States has not achieved true unification.
- The United States has no settled conviction concerning the strength of the Air Force required.
- The United States is basing its defense budget not on strategic requirements but rather on political compromise.

We advocate revision of the National Security Act of 1947 (1) to give the Secretary of Defense the authority required by his responsibilities; (2) to provide under that authority, a national military establishment with a threefold organization—a Department of the Army generally responsible for surface operations on land, a Department of the Navy generally responsible for operations on and under the water, and a Department of the Air Force generally responsible for all operations in the air, and (3) to provide for transfer of personnel from one service to another;

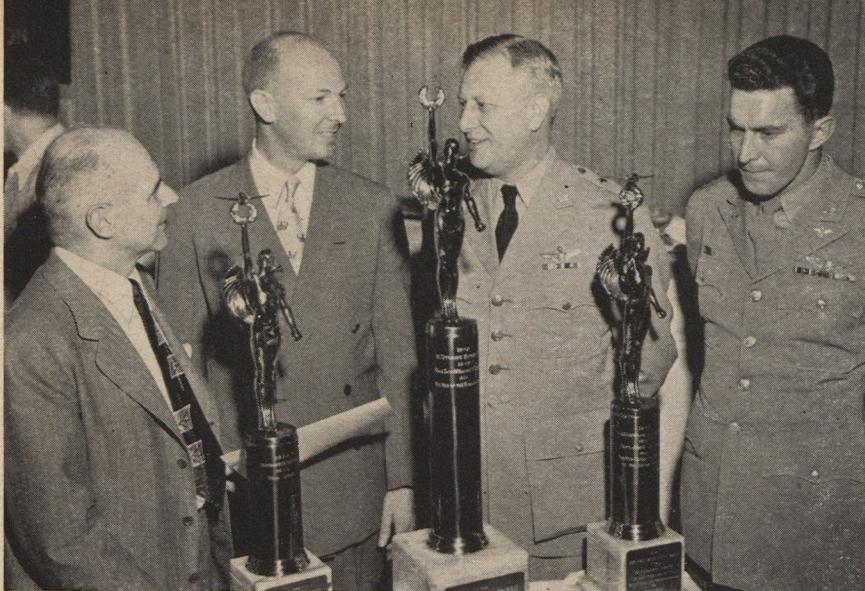
We advocate that the Chief Executive, the Secretary of Defense, the Armed Services and the responsible Committees of the Congress take every precaution to assure that budgets of the respective Services be established on the basis of but one criterion—the strategic requirements of world peace and the security of the United States;

We favor the ultimate well-planned and thought-out merger of Air Reserve and Air National Guard activities in one national component.

We believe that United States airpower in being is the condition precedent to the survival of Western civilization.

The total objective of peace and security for ourselves and a free world at a cost which permits a free and acceptable national economy is not an easy target. Yet with sound strategic concept based on the efficacy of airpower, and with careful budgeting, we believe that objective obtainable.

(Full Statement of Policy and Adopted Resolutions appear on pages 42 and 43)



Three of the six Airpower Award winners smile from behind their trophies as they are congratulated by Gen. Doolittle. From left, Doolittle, Bill Odom, Maj. Gen. W. H. Tunner, voted "Man of The Year," and Capt. James Gallagher.

AIRPOWER AWARDS

AFA's highest honors go to four civilians and two officers of the Air Force who have contributed greatly to Airpower's cause

THE original plan, when AFA established its annual Airpower Awards last year, was to present them annually to the *civilians* who had done the most during the preceding twelve months toward the advancement of aviation and the understanding of the airpower concept. This year, however, the Awards committee, headed by past-president Tom Lanphier, departed somewhat from the initial scheme. Two of the awards, presented by Jimmy Doolittle during the convention's Saturday banquet, went to airmen in uniform. The three-foot, marble-based "Man of the Year" trophy went to Maj. Gen. William H. Tunner, boss of the Berlin Airlift. Captain James Gallagher and the men behind the phenomenal 'round-the-world flight of the *Lucky Lady II* were the unanimous choice of the committee for the 1949 award for "distinguished service in contributing to the acceptance and understanding of Airpower."

In the two other fields the awards went as usual to civilians. The Science Award was presented to the three men considered most responsible for the development of the mighty B-36; R. C. Sebold, R. H. Widmer, and Ray O. Ryan, all of the Fort Worth plant of Consolidated Aircraft Corporation. The Flight Award was given to Bill Odom for his astonishing non-stop Beechcraft Bonanza flight from Honolulu, Hawaii to Teterboro, New Jersey. The citations which accompanied each award appear at the right.

Winners of the fourth Airpower Trophy for their work in the development of the B-36 are shown above shaking hands with Gen. Doolittle and Air Secretary Stuart Symington. The three are R. C. Sebold, R. H. Widmer, and Ray O. Ryan.



**Maj. Gen. William H. Tunner
And the Men of the Berlin Airlift**

The Highest Honor

The long arm of American Airpower has reached across the world to Germany, where fleets of bombers filled the skies in wartime; has met and conquered the postwar crisis of Blockade.

The Air Force has replaced bomber with transport, TNT with fuel and food. Transports have flown more than one billion air miles across the narrow corridor into Berlin. For the first time in history a community of more than two million people, severed from surface sources of supply, has been kept alive with supplies brought in by air.

In airpower the United States possesses a new and vital instrument of national policy. The Berlin Airlift has proved that fact to all the world.

In this historic peace offensive Air Force flight crews share honors with their flying partners of Great Britain and the United States Navy; with their ground crews who are the strong girders of the "air bridge" to Berlin; with the technical specialists of the Civil Aeronautics Administration and other agencies; with the thousands of men moving equipment and supplies by air, land and sea along the vast pipeline of "Operation Vittles"; with mechanics and maintenance men in the United States and Great Britain; with men of the Transportation Corps and others of the Support Command; with all of the more than 50,000 persons, military and civilian, who have contributed to this mammoth operation.

Tribute is paid to Major General William H. Tunner, Commanding General of the Combined Airlift Task Force, whose genius in air transport has guided the success of the Airlift, as the representative of all who participated in this epic postwar mission. To General Tunner, in behalf of all the men of the Airlift, the Air Force Association presents its highest honor for 1949, the H. H. Arnold Award, for the outstanding contribution to National Security and World Peace.

For his leadership in building and directing the Combined Airlift Task Force to its present high peak of performance, the Air Force Association designates General Tunner "Aviation's Man of the Year."

**Captain James Gallagher
And the Men Behind the Flight of *Lucky Lady II***

For A 94 Hour Milestone

The role of Airpower as a global force has been demonstrated in many historic flights, but never with such startling reality as in the non-stop, round-the-world flight of the Air Force bomber "Lucky Lady II".

This record-breaking mission by a B-50 aircraft and its crew of the 43rd Bomb Group, achieved with aerial refueling at four widely separated points during the 23,452 mile, 94 hour flight

between February 26 and March 2, 1949, sent man around the earth non-stop for the first time in history.

This historic achievement was made possible through the combined effort of many individuals—crewmens of the "Lucky Lady II", planners and builders of the aircraft and its refueling procedures, flight and ground crews at home and abroad who contributed mightily to the mission. To them this Citation is addressed.

Captain James Gallagher, plane commander and chief pilot, represents all of the men behind the flight of "Lucky Lady II". To him, in their behalf, the Air Force Association presents its 1949 award for distinguished service in contributing to the acceptance and understanding of Airpower.

R. C. Sebold, R. H. Widmer and Ray O. Ryan

For Development of a Mighty Instrument

The B-36 airplane occupies a unique position in this country's arsenal for defense. Four years after cessation of war, with the threat of armed conflict not yet erased from the globe, this huge bombardment aircraft represents as no other single instrument has ever done, this nation's ability to actively support the national desire for maintaining the peace.

The ability of the B-36 to assume and fulfill this vital responsibility rests primarily in its extreme range, which makes possible intercontinental strategic bombing for the first time in history, and in its high altitude performance which permits military operations in a new battlefield of the upper air, where vulnerability to counterattack is reduced to a minimum. Thus carrying our national striking power to new distances and new altitudes, the B-36 provides the only means presently available for transporting atomic missiles from their source of supply direct to their potential targets.

In the eight years which have elapsed since the B-36 was conceived, many men working in many fields have contributed to its present high state of performance. In highest tribute to that fact, this Citation is directed to them all.

Special recognition is given to three men for their outstanding individual contributions to the development of this aircraft; Mr. R. C. Sebold, the original project engineer; Mr. R. H. Widmer, Chief Aerodynamicist on the B-36 project, and Mr. Ray O. Ryan, who was in charge of building the experimental XB-36 and later supervised construction of production models.

For their exceptional roles in the development of the B-36, Messrs. Sebold, Widmer and Ryan are presented jointly the Air Force Association's 1949 Airpower Award in the field of Science.

Bill Odom

For Skill and Courage

The airplane's unique ability to span the oceans and break down traditional

barriers to transportation is given full meaning only through the impact of actual flight demonstration.

Always the man in the light plane has been in the forefront of aviation progress, pitting himself against the elements to prove the performance of his aircraft. Always he has striven for new records.

Bill Odom on March 7 and 8 flew his Beechcraft Bonanza single engine plane non-stop from Honolulu, Hawaii, to Teterboro, New Jersey, an officially credited Great Circle distance of 4,957.24 miles, in 36 hours 2 minutes.

In thus establishing a new world distance record for light planes, Bill Odom has given great impetus to the cause of light plane aviation. In the best tradition of aviation's pioneers, he has proved that flight records exist to be broken.

For this demonstration of skill and courage and superior pilot performance, Bill Odom is presented the Air Force Association's 1949 Airpower Award for distinguished service in the field of Flight; and we take pride in paying tribute to a former comrade in arms.

IN addition to the trophies, Jimmy Doolittle presented six bronze plaques during the Airpower Banquet. The recipients: Fred C. Crawford, President of the Cleveland Air Foundation, The Honorable Carl Hinshaw, Member of Congress, The Honorable Robert A. Lovett, former Assistant Secretary of War for Air, The Honorable Carl Vinson, Chairman of the House Armed Services Committee; The National Geographic Society, and The Smithsonian Institution. Their citations follow:

Honorable Robert A. Lovett

A Comrade in Arms

The Honorable Robert A. Lovett has earned the lasting respect of his countrymen for distinguished service in war and peace.

This tribute comes from those who served with him in World War II, the men and women of the Air Force, who proudly attest to his unflinching devotion to duty, his singular executive ability, his stout heart, his belief in the airman and the airplane.

At war's end he was entitled to the commendation "well done" and the opportunity to return to his home and civilian duties. Instead, the needs of the nation in the crucial postwar years demanded his continued service and he responded, again, with the same fine spirit which has characterized all of his contributions in the national interest.

With the Department of State he has rendered his country the same high type leadership and performance he so unfailingly displayed in the Air Force and War Department, and those of us who served with him in time of war have observed with deep personal interest his accomplishments in helping to maintain the peace.

It is with special pride that we pay tribute to a former comrade in arms and award to The Honorable Robert A. Lovett this Citation of Honor for outstanding

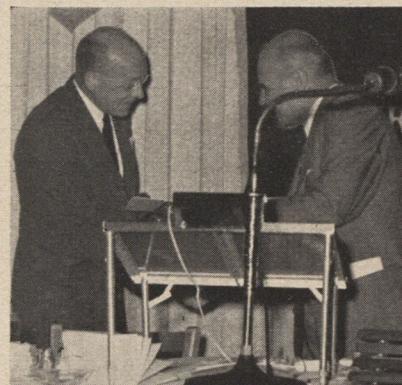
(Continued on page 48)



NATIONAL GEOGRAPHIC SOCIETY
"... for meeting an emergency."



HONORABLE ROBERT A. LOVETT
"... tribute to a former comrade."



THE SMITHSONIAN INSTITUTION
"... for its valuable collection."



THE HONORABLE CARL HINSHAW
"... for constructive aid to airpower."



OFFICERS FOR 1949-50

New roster includes ten newcomers, twenty-two old-timers.

Vice Presidents selected by area for first time this year

Of the 32 Officers and Directors elected to guide AFA's destiny for the ensuing year, ten are newcomers while 22 have served the national organization in some capacity in the past. Most notable among the new officers is AFA's 1949 President Bob Johnson. (See pages 22-23.) Conspicuous among the old timers are such venerable airpower supporters as Jimmy Doolittle, C. R. Smith, Ted Curtis, Tom Lanphier.

The slate of the nominating committee was accepted by the convention *en toto*. The prospect of a floor contest flared for only a moment. Mark Donahue, delegate from Hawaii, nominated his local squadron affiliate Roy Leffingwell to the Board of Directors. Willing as the convention seemed to be to the addition of a representative from the Islands, nobody seemed to know quite how to determine which of the committee's 23 nominees to eliminate, since AFA's constitution limits the board to that number. The problem resolved itself suddenly, however, when—after a ten minute debate—Donahue withdrew his nomination as unexpectedly as he had submitted it. Thereafter the election was closed in short order.

This year six vice presidents were elected instead of three. They were selected by geographical location to give the widest possible representation to all sections of the country. Departing from past custom, they will not be listed as First, Second or Third Vice Presidents, but as Regional Vice Presidents—Southeast, etc. The complete elected list appears at right.

Outgoing President, C. R. Smith (left) congratulates veteran of 8th Air Force who has assumed AFA leadership for '49-50.

The lineup of new officers and directors (above) isn't complete, but it's the best the photographer could do. From left, standing, G. C. Van Nostrand, Arthur Kelly, Phil Cochran, (guest), Earle Riberio, William Morrison, June Lockhart (guest), Tom Lanphier, Tom Stack, Merle Else. Seated, Al Harting, Robert Gross, William Hensley, Jay Schatz, John Waters, Robert Johnson, Irving Zeichner, C. R. Smith, and Jerome Waterman.

THE OFFICERS

Robert S. Johnson, President, Garden City, L. I.: Sales Liaison Engineer, Republic Aircraft. (Story page 22.)

Merrill Frost, V.P.—Northeast, Worcester, Mass.: AF gunner, now with Bay State Society for Crippled & Handicapped.

George Van Nostrand, V.P.—Central East, Washington, D. C.: ATC executive. Now Asst. V-Pres. American Airlines.



Jerome Waterman, V.P.—Southeast, Tampa, Fla.: Department store executive, served as administrative officer in war.

Jay J.G. Schatz, V.P.—Midwest, Chicago, Ill.: 8th AF navigator now executive of Goodman Bros. yarn manufacturers.

William Hensley, V.P.—Southwest, San Antonio, Tex.: Nat. Guard Group C.O., and District Attorney of San Antonio.

Arthur Kelly, V.P.—Far West, Los Angeles, Calif.: Another ATC veteran now Asst. to the President of Western Airlines.

Julian Rosenthal, Secretary, New York City: Pioneer AFAer. Wrote contracts in war, now a N. Y. lawyer.

Benjamin Brinton, Treasurer, Kent, Va.: Ex-fiscal officer for ATC and formerly Treasurer of N. Y. Stock Exchange.

THE DIRECTORS

C. R. Smith, Chairman, New York City: Wartime Dep. C.O., ATC, past-President AFA, President American Airlines.

John P. Biehn, Columbus, Ohio: Wartime Pfc cryptographer; bank executive; an organizer of 1948 convention.

John Caldwell, Hartsdale, N. Y.: ETO radar operator, now magazine executive; former national committeeman.

Thomas D. Campbell, Hardin, Mont.: A presidential emissary during the war, now the world's largest wheat farmer.

Edward P. Curtis, Rochester, N. Y.: One of AFA's founders. Ex-Chief of Staff, USSTAF. V-Pres. Eastman Kodak Corp.

James H. Doolittle, New York, N. Y.: CG of 8th, 12th, 15th AF's in war. First AFA President, now Shell Oil executive.

John P. Edmondson, Scarsdale, N. Y.: Intelligence officer with 8th in war, now Treasurer of E. P. Dutton Co.

Merle Else, Minneapolis, Minn.: With Air Mission to Guatemala in war, now Sales Mgr. electric door company.

Robert Gross, Harrisburg, Pa.: With AAC in Greenland in war, now vice-president of Harrisburg marketing firm.

George H. Haddock, Arlington, Va.: Wartime PIO, now Promotion Mgr. of Nation's Business Magazine.

Albert L. Harting, Dallas, Tex.: Wartime PIO now with Southwest Airmotive. Commander of Dallas Sq.

Thomas G. Lanphier, Jr., Boise, Idaho: Pacific fighter pilot, past-President of AFA, now Boise newspaper editor.

L. A. Larson, Elm Grove, Wis.: Wartime GI, now manufacturing exec., Commander of AFA's Wisconsin Wing.

William D. F. Morrisson, Pawtucket, R. I., Wing Commander: bank executive; ex-intelligence officer.

Henry C. Mulberger, Colorado Springs, Colo.: Wartime pilot, now President of Atomic Research Corporation.

Robert Proctor, Boston, Mass.: Attorney. During war he was special assistant to Commanding General, AAF.

Earle P. Riberio, Delmar, New York: Sgt. in ETO, now heads tree surgery company. Former AFA Wing CO.

W. F. Shipman, Augusta, Ga.: AFA Wing Commander for Georgia, Exec. Director of East Georgia Motor Club.

Thomas Stack, San Francisco, Calif.: B-24 navigator now S. F. lawyer and Commander of California AFA Wing.

James Stewart, W. Los Angeles, Calif.: Former pilot and group commander in ETO. Now in motion pictures.

John Waters, Chicago, Ill.: Sergeant in bomb group headquarters in Italy, insurance adjuster, squadron leader.

Otto Wellenseik, Nebraska City, Neb.: fighter pilot and squadron CO during the war, now an attorney. Early AFAer.

Irving B. Zeichner, Atlantic Highlands, N. J.: Practicing attorney who has been active AFA Wing Commander in N. J.

FOR AIRPOWER CONTRIBUTIONS . . .

In a quiet family ceremony, the Association recognizes the efforts of its own members in the fight for air defense

At Sunday's Dawn Patrol Breakfast, AFA took time out to recognize officially the efforts some of its own members had made during the past year in the furtherance of airpower and national security. There were no distinguished guests, no public visitors. It was a family affair, and while the family ate scrambled eggs and drank black coffee, C. R. Smith beckoned sixteen of their number to the head table to accept a bronze plaque and the appreciation of all of AFA.

Mike Kavanaugh, San Francisco, Calif.: for ". . . outstanding service as leader of one of nation's outstanding sqdns."

Walter P. Budd, Jr., Durham, N. C.: For ". . . contributions to both AFA and the Air Reserve program . . ."

W. F. Shipman, Augusta, Ga.: For ". . . commendable fulfillment of duties of Wing Commander of Georgia."

Robert Gross, Harrisburg, Pa.: For his work in "making possible one of finest squadron homes in the country."

Harry J. Johnson, Jr., Covington, Ky.: For ". . . a sound AFA program throughout the state of Kentucky."

Dudley Rogers Clark, Salem, Mass.: For ". . . unselfish devotion to the cause of

airpower as the AFA Salem Squadron Commander."

Jay Schatz, Chicago, Ill.: For ". . . untiring efforts in serving as Program Chairman for the 1949 convention."

Joseph B. Whittaker, Harrisburg, Pa.: For ". . . services rendered while serving as CO of the Pennsylvania Wing."

Ray Ireland, Chicago, Ill.: For ". . . his assistance in planning the 1949 AFA convention and work as Wing CO."

Leon Mandel, Chicago, Ill.: For ". . . concerted efforts in obtaining funds to finance the 1949 convention."

Dr. J. H. Meyer, Dayton, Ohio: For the work of Dayton squadron in sponsoring "an outstanding soaring meet."



Phil Cochran, Hollywood, Calif.: For his ". . . willingness to participate in activities designed to promote AFA."

Tom Lanphier, Jr., Boise, Idaho: For his ". . . many unselfish services to AFA while serving as President."

Bert D. Lynn, Los Angeles, Calif.: For ". . . service as Secretary of the California Wing since its formation."

Richard A. Goldfogle, East Lansing, Mich.: For ". . . service to AFA while attending college."

General Harold L. George, Los Angeles, Calif.: For ". . . continued interest in airpower and AFA activities."



Robert S. Johnson, once of Lawton, Oklahoma, and now of Garden City, Long Island, in an official pose—behind a desk. He never stays there very long.

BOB JOHNSON-PRESIDENT

AFA's new chief has had a one-track mind since the day the Air Show came to Lawton. His job as president is right on the track

Since May 8, 1944, so many reporters have asked Bob Johnson of Lawton Oklahoma how he first got the aviation bug that he has an answer memorized. He recites it like poetry.

He was a kid of eight. Living in a world of cap guns, fire trucks, cowboys, Indians and marbles. Then—as quickly as the telling, and quite like moving from one world to another—Bob discovered the airplane. There was an air show one Sunday at Post Field, not far from Lawton. Bob and his family went. Recalling the momentous event today, Bob tells with misty eyes of a trio of aerobats who called themselves the Three Musketeers. They were veterans of the first war, and the exhibition dog-fight they put on in their early vintage biplanes had young Bob standing by the runway absolutely without breath. At the moment the kid had no way of knowing that 15 years hence he himself would be dog-fighting in the skies above France and Germany—fights that would be anything by exhibitions.

In addition to the Three Musketeers there were “enormous” tri-motored bombers at the show—about the size of Lawton City Hall in Bob’s eyes. He has no idea what make they were, but he remembers distinctly they had wooden propellers which for some reason seemed more important at the moment

than whether they were B-8s, 10s or 12s.

From that day forward Bob lived a life completely devoted to the flying machine. If there were marbles in his pocket he used them to drop like bombs. With a little imagination his cap pistol was easily converted into a Browning machine gun. Cowboys and Indians became kid stuff. From that day on it was Yanks and Germans.

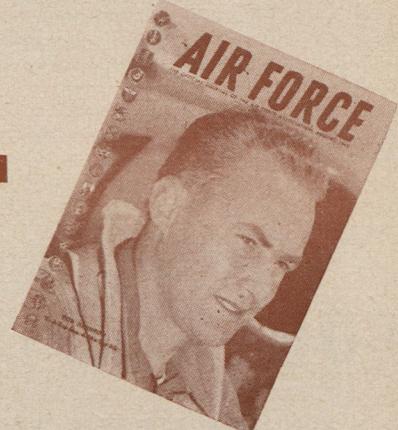
If that particular Sunday was a milestone in Bob’s life, it was no more so than the date mentioned in the beginning—May 8, 1944. For it was on that day that Major Bob Johnson knocked down his 28th German plane.

Bob led the group, on the 8th, escorting the heavies deep into Germany. But just short of the German border the big boys had to turn back because of heavy overcast. The fighters, though, decided to go on in and do a little strafing. While they were down on the deck Bob spotted about 40 Nazi contrails—one o’clock high. He knew his boys couldn’t get up there so they just sat and let the Luftwaffe come to them. The Nazis soon learned they were better off making the pretty patterns.

In the fight that followed Johnson’s gun sight flickered out. For lack of something better he took a small hunk of gum from his mouth and put it where the little red dot was—and went right

on pouring out the lead. He knew the Germans’ tricks as well as they did themselves. As number 28 dove on the Major he rolled smartly to the right waiting for the Nazi’s inevitable maneuver—a cut back throttle signaled by a stream of black smoke. The cue came as Bob knew it would, and with it he moved in for the kill. He was on top of him so fast he was afraid for a moment they were going to collide. As it was Bob slid right down the 109’s fuselage, pouring metal by the buckets as he did so. He was so close he couldn’t swear to the kill, but later it was confirmed by the other men of his group. That was May 8, 1944.

Between the Sunday of the Air Show and May 8th five years ago, the story of Bob Johnson’s life is distinguished by its single-track purpose. Otherwise it was quite normal. He was one of three children—the only boy. He began work as soon as he was tall enough to sling a paper sack over his shoulder without it dangling on the ground. The first



money he ever made was selling magazines. He collected a quarter, and his mother recalls with pride that he spent it to buy each member of the family a five cent present. “He was a self-reliant, independent sort of boy from the beginning” Mrs. Johnson adds.

About marks at school? Bobby’s mother says he was always more interested in athletics than in making good grades, but even so his card usually had more B’s than anything else. There were no woodshed scenes as a result of scholastic delinquencies. Trouble? No, Bobby never gave his family any real trouble. “He might loiter on the way home from school,” his mother admits, “but that was about all.”

In high school—as the story of any budding young fighter ace should go—Bob made something of a name for himself as a football star. Anybody can tell by looking at him that Bob is a born halfback. He’s short, stocky, with powerful legs and broad shoulders—a sort of miniature Ernie Pinkert. But at Lawton High Bob played guard. During the war one of the Oklahoma newspapers which was running a series on Bob’s life accounted for the obvious mis-casting as follows:

“Bobby wanted to play halfback when he first reported for football as a high school sophomore, but Coach Griffin

had a surplus of backs and a shortage of guards.

"You'll do the team more good if you'll play guard," advised Griffin. Without a moment's hesitation, Johnson replied: "Coach if it helps the team, I'll play guard."

Those who are familiar with the determination with which Bob sets about accomplishing his objectives might consider the story a little bit too pat. At any rate he played guard—good guard at about 140 pounds.

In addition to his gridiron prowess Bob, egged on by his dad who believed the boy should learn to defend himself, became a first class boxer. At Cameron State School of Agriculture and Engineering he was all set to represent the Cameron Aggies in the Golden Gloves tournament one year, when an accident stopped him short.

Bob was to leave for the meet on a Monday. The Saturday before he had a painting job to do—a painting job with a spray gun. When he went to the paint shop to pick up the spray gun he discovered the brutal way that someone had pumped the tank up with air (120 pounds of pressure) but hadn't locked it. As Bob bent to pick it up the lid flew off hitting him square between the eyes. It took nine stitches to sew it up. It was the end of his boxing career, but the kid wasn't too heartbroken. He never planned to fight professionally anyway. He had other ideas.

He entered Cameron for two reasons, aside from the fact that it was handy. First, it was a two year school; all that was needed to meet air cadet educational requirements. Second, it had a good engineering course; something Bob knew would be valuable to anybody going to spend a lifetime in aviation.

At Cameron, as at Lawton High, he played guard on the football team—left guard. The guy who played next to him weighed 265—a very few pounds shy of being twice what Bob weighed. Regardless, the opposition ran very few plays over left guard. Football, boxing, a tough engineering course, duties as president of his Freshman class—all were taken in stride as Bob moved without deviation toward his one ambition.

Except for an administrative snafu that slowed him down about six months, Bob went right from college into the Air Force. He still doesn't know what caused the delay. All he knows is that after he graduated he was supposed to go right into pre-flight. Several of his buddies got their orders and took off, but Bob didn't get his until November 1941—a month before Pearl Harbor.

Bob started cadet training in a PT-17. But unlike most cadets, especially of that day, this was not his introduction to flying. Far from it. He had soloed at 15. Joe Reed, veteran pilot friend of Wiley Post, gave him his first lessons. To get the money for the lessons, Bob had worked all summer in a Lawton cabinet shop run by Fred Gray. He swept out, drove a nail here and there when Fred figured workmanship wasn't too important, kept the glue pot filled and hot, and acted as general handy man.

Those first lessons cost \$50.00, which took a lot of sweeping and nailing and glue mixing. First Reed took him up as a passenger, letting him get familiar with the feel of the air and with the instruments. Then came simple flights with a couple of farm houses a half mile apart for pylons.

"That was to get all the angles of the wind, to get used to flying in and out of the wind and up and down wind," Reed says. "He was a quiet easy-going kid and we always knew he'd make a good flier."

The Luftwaffe pilots who met Bob professionally between April 17, 1943 (the date of his first mission) and May 8, 1944, would have good reason to disagree with the "easy-going" part of Joe's characterization. Compared to the symbolic fighter pilot, he is probably less boisterous. But there is a tension in his calm that is anything but easy going when it explodes. It exploded exactly 28 times during his 18 month tour of duty with the illustrious 56th Fighter Group in Europe.

The 56th was the very first outfit to be equipped with Republic Thunderbolts. Among the men on its roster were guys like Dave Schilling, Hubert Zemke, Gerald Johnson (no relation) Bud Mahurin, Bob Lamb and Gabby Gabreski. The group arrived in Scotland January 13, 1943. Much of the Luftwaffe's trouble dated from that day.

Johnson can remember in detail every combat mission he was ever in. He can remember that he was in the gun sights of Nazi pilots exactly 28 times. Twice the Huns didn't fire. The other 26 times they did. He can tell you as though it happened this afternoon about the time his plane was so shot up he decided to bail out but couldn't because the canopy was stuck—or about the other time over Schweinfurt when he spotted eight Jerries high above to the left, peeling into a dive straight at his squadron. The others in the squadron hadn't spotted them yet and Bob kept flying straight ahead. At the precise instant he gave the order



Bob's crew-chief climbs over a stack of German crosses to say so long as famous 56th Group takes off again.

"Switch on main tanks. Push props forward." The eight Huns were in a screaming dive.

"Pull straight up and drop belly tanks," he ordered. The startled Nazis suddenly found the Americans meeting their dive head-on. They broke and hit for the deck like jack rabbits diving into their holes.

Looking back from a postwar vantage point, Bob credits the fact that he's still alive to the following: A swivel neck, good eyes, physical fitness, teamwork and eight .50 calibre machine guns as opposed to the enemy's thirties. With a smile he emphasizes the latter.

Johnson's interest in AFA, like his interest in aviation, had a very definite beginning. He was invited to the Association's first national convention in Columbus, Ohio, in 1947 as a distinguished guest. He accepted with little enthusiasm. "Just another veteran's outfit" he thought.

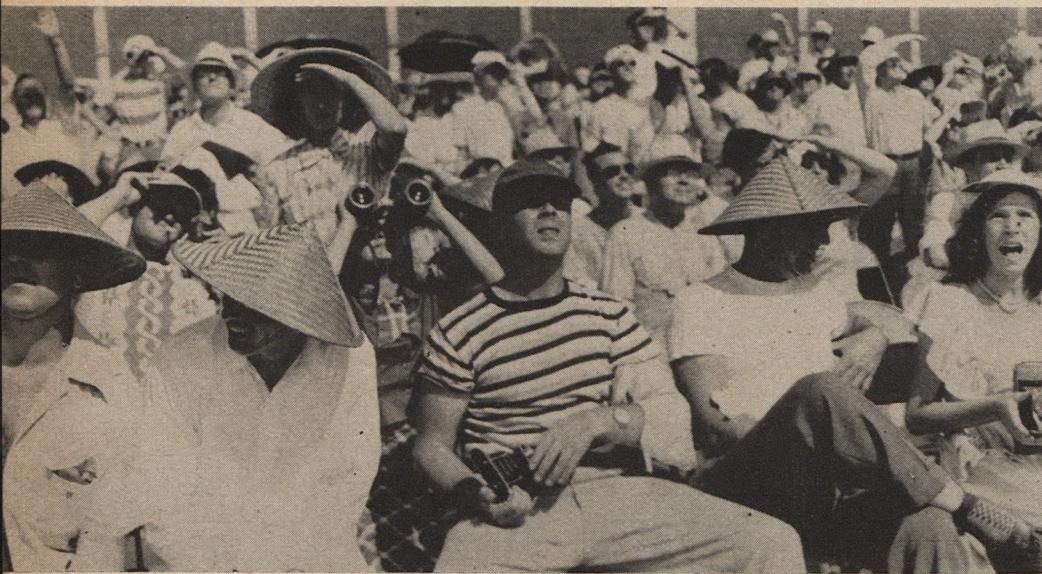
"But when I got there and saw the men who were backing it—the Doolittles, Arnolds, Curtis' and the rest—and when I studied the aims and purposes of the club I was sold."

He was sold to the extent of going back to New York and getting himself chin deep in the activities of AFA's

(Continued on page 46)

Within 24 hours after he was elected, Johnson called a special meeting of his deputies. Here he chats with two V.P.'s—Jay Schatz and George Van Nostrand.





Above, some of the crowd of a hundred thousand that braved the roughest hot spell of Chicago's season to watch the greatest public air show ever staged.

THE AIR FAIR

As a fitting climax to a successful convention, a hundred thousand Chicagoans watch history's biggest public air show

AFTER last year's AFA convention in New York, the phenomenal success of Operation Wing Ding ("the greatest show ever put on in Madison Square Garden") raised only one question: How can that one be topped in 1949?

The answer was in the National Air Fair—the biggest public air show ever held in the United States. Actually the two spectacles were entirely different and not subject to easy comparison. Wing Ding accomplished two things. It gave blasé New Yorkers a 4½ hour star-spangled show the likes of which even they had never seen before (and may never see again) and it focused nation wide attention on AFA. The Air Fair went a step beyond. In addition to its entertainment and publicity value, it also gave a hundred thousand Chicago spectators a new understanding of the breadth and depth of airpower. For there is no better way to bring the public to the Churchill conclusion that "air mastery is the supreme expression of military power" than to let the people watch for themselves as an F-86 dives at 650 miles an hour and then zooms 10,000 feet straight up on sheer momentum, or as a squadron of B-36s shakes the ground as it rumbles by.

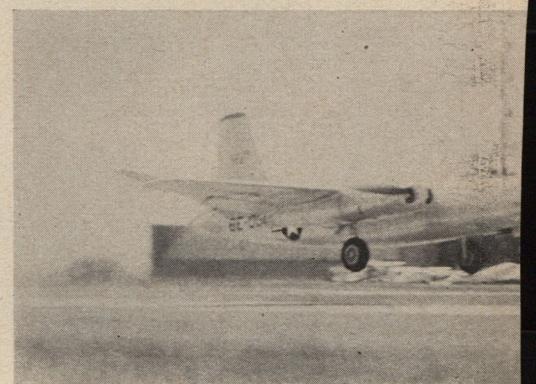
Dwarfing everything else on the lot was a mighty B-36 flown up from Texas for static exhibit. Hundreds hid from the sun under the giant's protective wing.



24



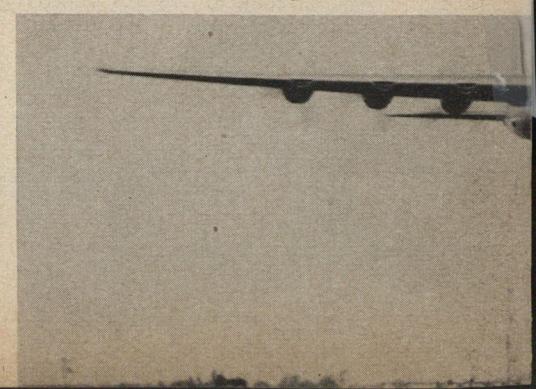
Betty Skelton cut some of afternoon's finest capers in her Beechcraft Mentor.



The AF's only operational jet bomber group different jets flashed in review commenter rem

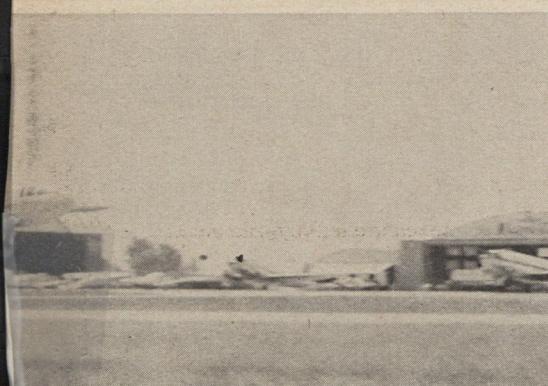


With startling accuracy, a squadron of F-80 above) destroy a wood shack with hundred po favorite stunts. Below, Old Big and Mighty On both days of show seven 36's flew up from





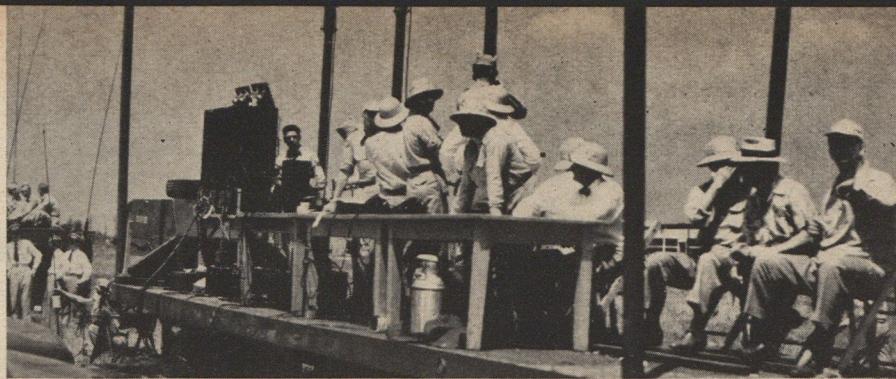
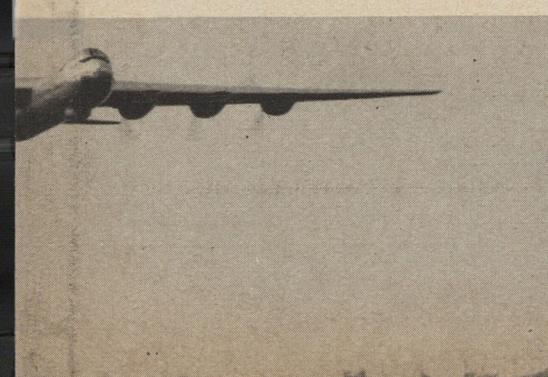
Fastest plane of this or any other air show was North American's F-86, above.



located in Shreveport, La., sent a B-45. As the
arked, "If you can see them they're obsolete."



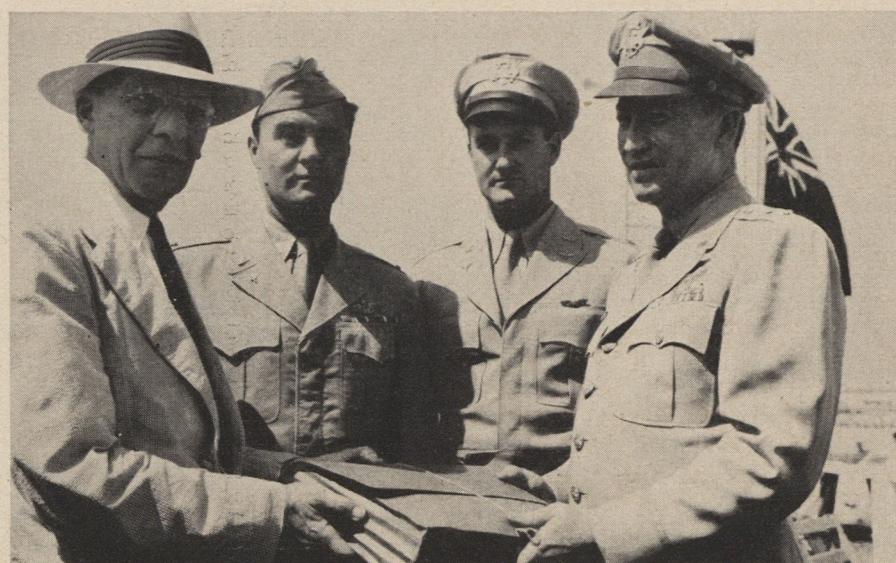
"dive bombers" (long since out of the picture
and practice bombs. This was one of the crowd's
comes in over the runways at boot-top level.
Ft. Worth, circled once and returned non-stop.



Credit for the split-second timing of the show—timing which kept something in the air constantly—went to the pith-helmeted control men at panel above.

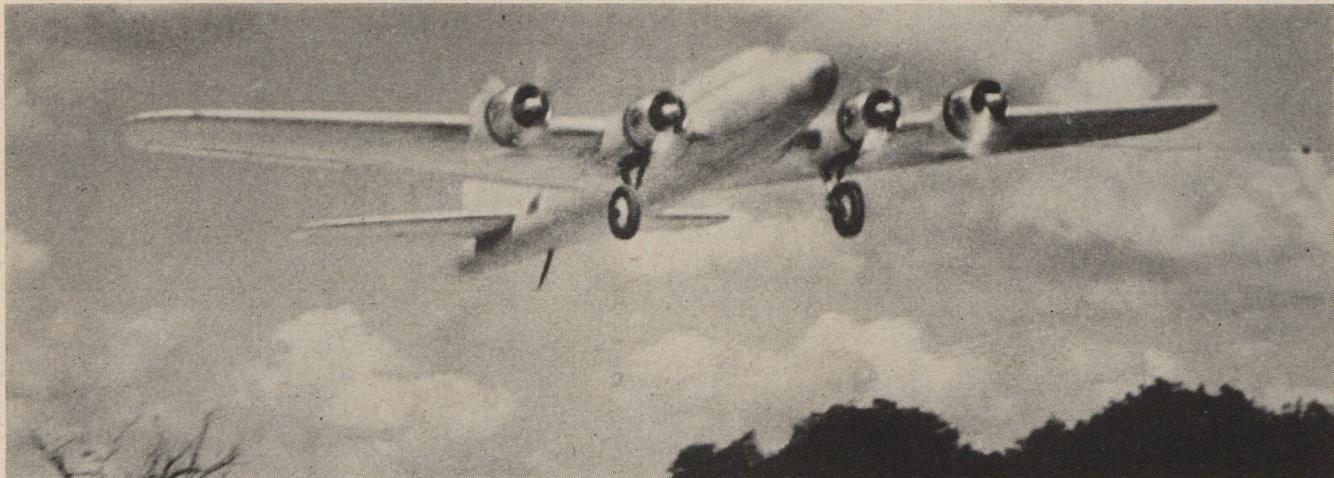


Mayor Kennelly (with straw hat) welcomes three convention guests to Chicago.
From left, Air Secretary Symington, Gen. W. H. Tunner, and Gen. Vandenberg.



Records of the Enola Gay, first atomic bomber, are turned over to the Smithsonian Institution along with the plane itself. Carl Mitman (left) represents the Smithsonian. To his left are Col. Paul Tibbets, pilot on the Hiroshima flight, Major John Ferebee, bombardier, and Gen. Emmett O'Donnell, C.G. of the 15th AF. Below, helicopters in a "sky ballet", and a view of static exhibit.





Adam Stolzenberger's model B-17 takes off on own power. It will soon be ditched to see if it breaks up like real ones.

The World's Finest Models

Tragic as it was, a glider crash that killed a veteran test pilot may have marked the beginning of a new and revolutionary method of studying airplane design—without the use of wind tunnels

It may or may not be the case that the Wright brothers were the first to use small model planes to get a line on the behavior of full size craft before going up in them. The story goes that the Wrights had a wind tunnel of their own design back in their bicycle shop in Dayton—birthplace of the Kittyhawk. The “tunnel” consisted of a midget gasoline engine, a fan, and an old cornstarch box. The engine and fan were affixed to one end of the box, on top of which the Wrights cut a small window. Through this window they could watch the not-too-ambitious gusts of air from the not-too-energetic fan as they passed over various model wing shapes and designs the boys were trying out.

Whether or not this was the beginning of model and wind tunnel research, the fact remains that in the 40-odd years that have elapsed since then, experimentation of this sort has become a multi-million dollar business. There is no way of calculating how many lives the model and the wind tunnel have spared by catching a faulty

design in the blue-print stage. Nor is there any way of calculating the dollars saved.

But now comes the possibility of a revolution in model design study that may in some cases completely outmode previous methods.

It's a method that was brought into being somewhat by accident. Some years ago a test pilot, Al Rietherman by name, died in the crash of a glider he had taken up for its maiden flight. For some reason its designers could not explain, the glider, after having been cut loose from its tow plane, went into an uncontrollable spin. Pilot error? The men who saw the glider bury itself in the flat farm country near Wilmington, Ohio; the men who knew Rietherman, thought not. What could it have been then? In the wind tunnel the model of the glider had given little or no indication of such a spin characteristic.

A young model technician by the name of Adam Stolzenberger had an idea. Before abandoning the glider as a bad deal, how about building and

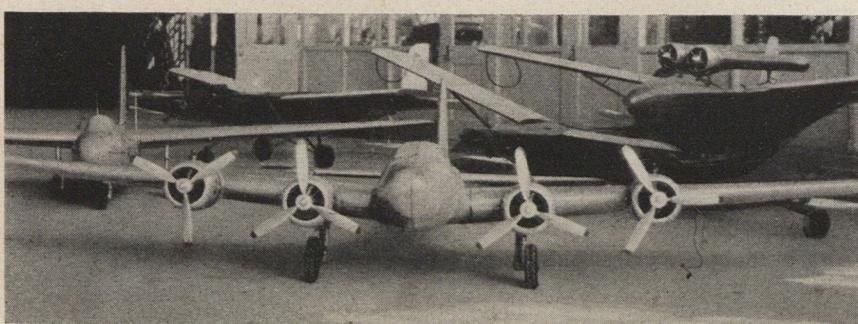
testing an identical free falling model—one that could be dropped from a plane or, better yet, a blimp. One that could be controlled by radio. If the model went into a spin it would tend to prove that the results of the wind tunnel test were in error. If it didn't go out of control then the crash could more likely be chalked up to pilot error or some mechanical failure.

Having no better ideas themselves, the project officers agreed to Stolzenberger's proposal. The model was built in exact proportions to the ill-fated glider. Only there was a difference. The model had a parachute rigged in its tail so that in the event it *did* go into a spin the technician who operated the control box on the ground could release the parachute thus enabling the expensive little gadget to float safely to earth instead of bashing itself into matchwood.

When everything was set, the same men who had watched Rietherman plummet to his death went to the Naval Air Station at Lakehurst, N. J. where they could use one of the Navy's blimps to assist in their experiment.

The plan was to drop the glider from the blimp at 3000 feet. It would be put through the same maneuvers Rietherman had gone through with the full size craft. The man who operated the control box had it carefully worked out.

At 3000 feet the little yellow model was thrown free. The man on the ground took control. The tiny stick in his hands and the magic box sent actuating impulses to the glider's controls. The model pulled up in a sweeping maneuver, just as Rietherman had done. Then its wing dipped earthward. Down it went into a tight spin, twisting, turning, wing over wing.



After a grueling day of test flying, the tiny model comes to rest in hangar beside its miniature companions. The 17 was Wright's first scale power model.

The man with the box worked the little control stick frantically. Forward. Back. Right. Left, but nothing happened. He gave up. With a flick of a little red switch at one side of the control box a small parachute popped out of the model's rudder.

Here was pretty conclusive evidence that the wind tunnel experiments had been faulty. But it still wasn't proof positive.

There was one more step to take. Build another full size glider, take it up just as Rietherman had gone up, put it through the same maneuvers, only this time equip it with parachutes just as the model had been equipped. This was done, and the glider was taken up by a test pilot friend of Rietherman's—Al Papana.

As everybody anticipated by now, the second glider reacted just as the first one had. But this time, thanks to the parachutes, Papana was able to recover and make a normal landing.

Here then was irrefutable evidence that in some cases at least, wind tunnel tests were not enough. And so the free flight model test unit, headed by Adam Stolzenberger was born.

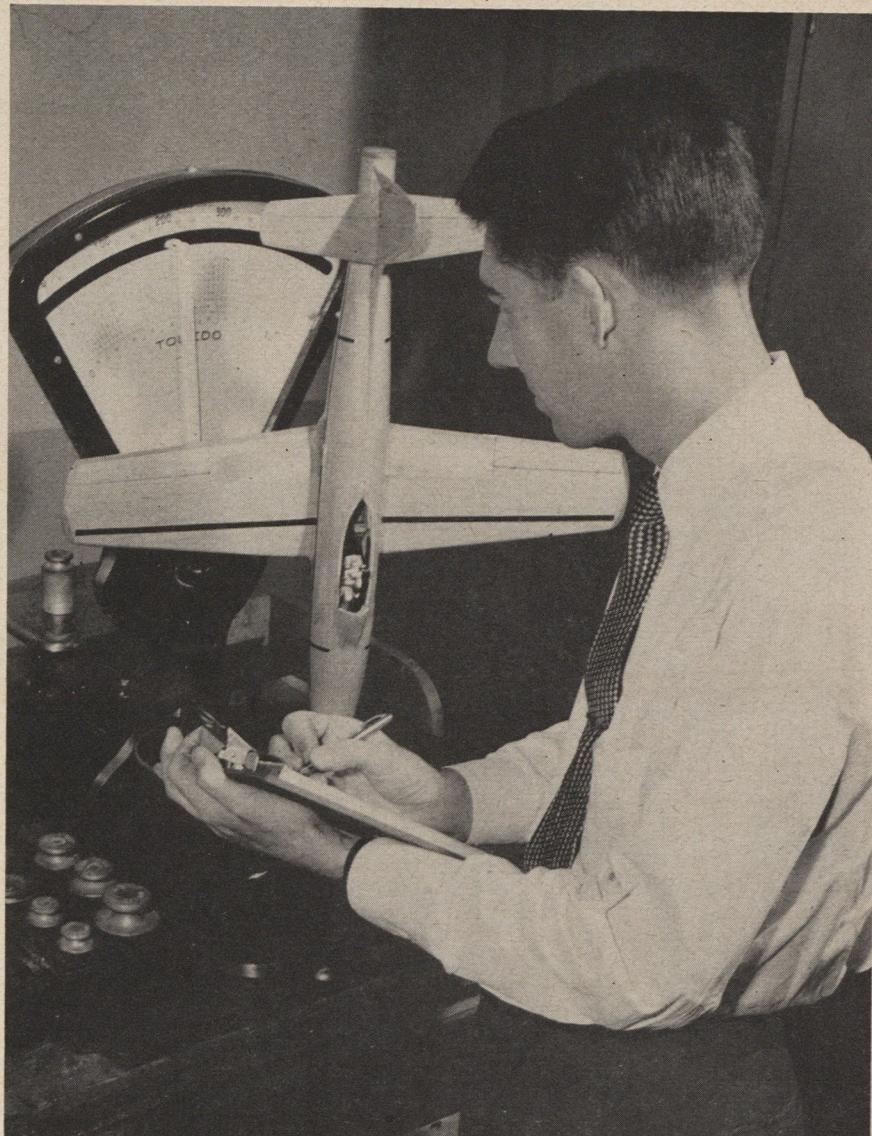
From the first glider, Stolzenberger has gone on to power model craft—planes with horsepower in the same size ratio as the big ships. "Stoltz" points out that it would be erroneous to indicate that the free-flight system will *replace* the wind tunnel. "It's a new approach to model testing—one we believe will give us information we can't get in the tunnels. You see in the wind tunnel you can get very accurate data from a model on an airplane's *static stability*, but you don't get all the dope you need on *dynamic stability*. In the wind tunnel they can tell you pretty close to *what* will happen to a real plane in various flight attitudes, but they can't tell very well *how* it happens or what the plane will do about it. We think possibly the powered models, that fly around just like the real planes in the sky, will give us a lot of the answers."

One of Stolzenberger's latest models is a beautiful miniature B-49 Flying Wing with a 17 foot wing span.

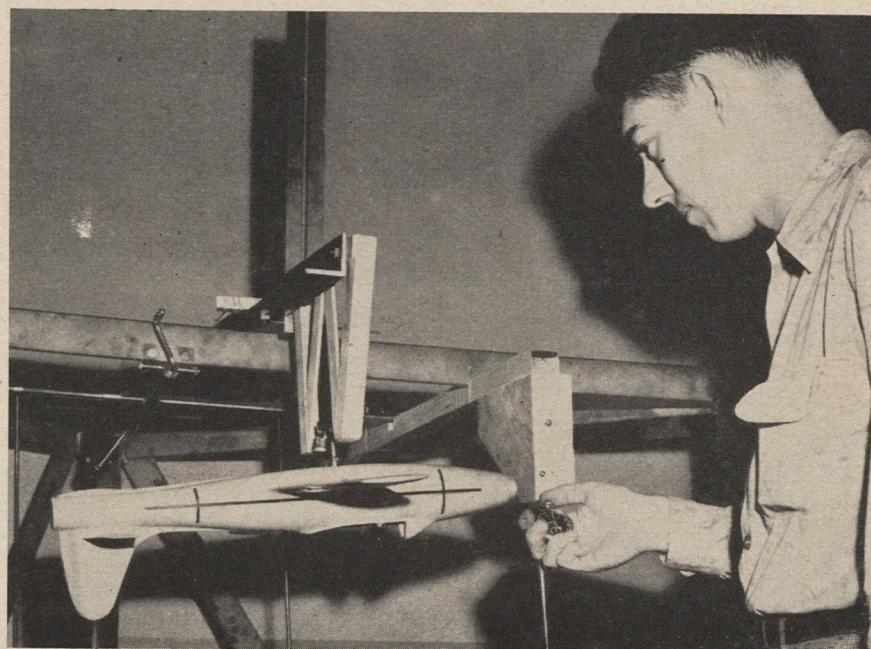
Although this model of the B-49 doesn't have engines, most of the free-flight models do. These little engines, including jets the size of a potato masher, are the most amazing things of all.

Soon a 4-engine B-17 model is going to take part in a very unusual experiment. They're going to "ditch" it in a nearby lake. And this time the whole model research program is going to be put in reverse. The full-sized airplane is going to be used for checking up on a model's performance and not vice versa.

Off the coast of Florida the Air Force has been using war weary B-17's—big airplanes—in a series of important ditching tests. When this is done, the model people are going to run their test with the B-17 model, checking the model's performance data with that obtained in the real ditchings. It can make or break a lot of theories.



Model's balance, which is of utmost importance, is checked by technician.



Model above and below is not powered, but is used in free-flight vertical wind tunnel tests to determine reaction of planes in steep dives and spins.



POLIO DUSTOFF

San Antonio's Air Guard Squadron takes to its DDT-loaded Mustangs to rid their city of disease-bearing insects.

Every summer communities throughout the nation ponder ways and means of combatting the upswing in cases of infantile paralysis which always accompany hot weather.

It is difficult to know *what* to do since so very little is known about the disease and the method by which it is transmitted. But in San Antonio, Texas, they decided to go after the flies. The common house fly is a known disease spreader and the polio virus has been found in flies.

Members of the 182nd Air National Guard Squadron volunteered to under-

take "Operation Anti-Polio," and, using a mixture of DDT and diesel oil instead of bombs they covered the San Antonio area in an effort to reduce materially the insect population.

One of their big problems was finding funds with which to purchase DDT. While some supplies were donated by public agencies, most of the money came from the citizens themselves through a "Dollars for Dusting" campaign sponsored by the San Antonio Express and The Evening News in conjunction with the local Chamber of Commerce.

During the first four days, the National Guard, flying specially equipped F-51s, flew 155 sorties, sprayed 10,230 gallons of solution which contained 77,725 pounds of DDT. The "Dollars for Dusting" fund passed the \$10,000 mark and the first spraying of the city was completed.

But the National Guard, and the city itself want the work to go on. To be effectively protected, the city should be sprayed eight times during the summer at a total estimated cost of \$34,000 for the chemicals. The 182nd Sq., through its commander, Lt. Col. William N. Hensley, has already volunteered to stay on the job. All that's needed now is the money.

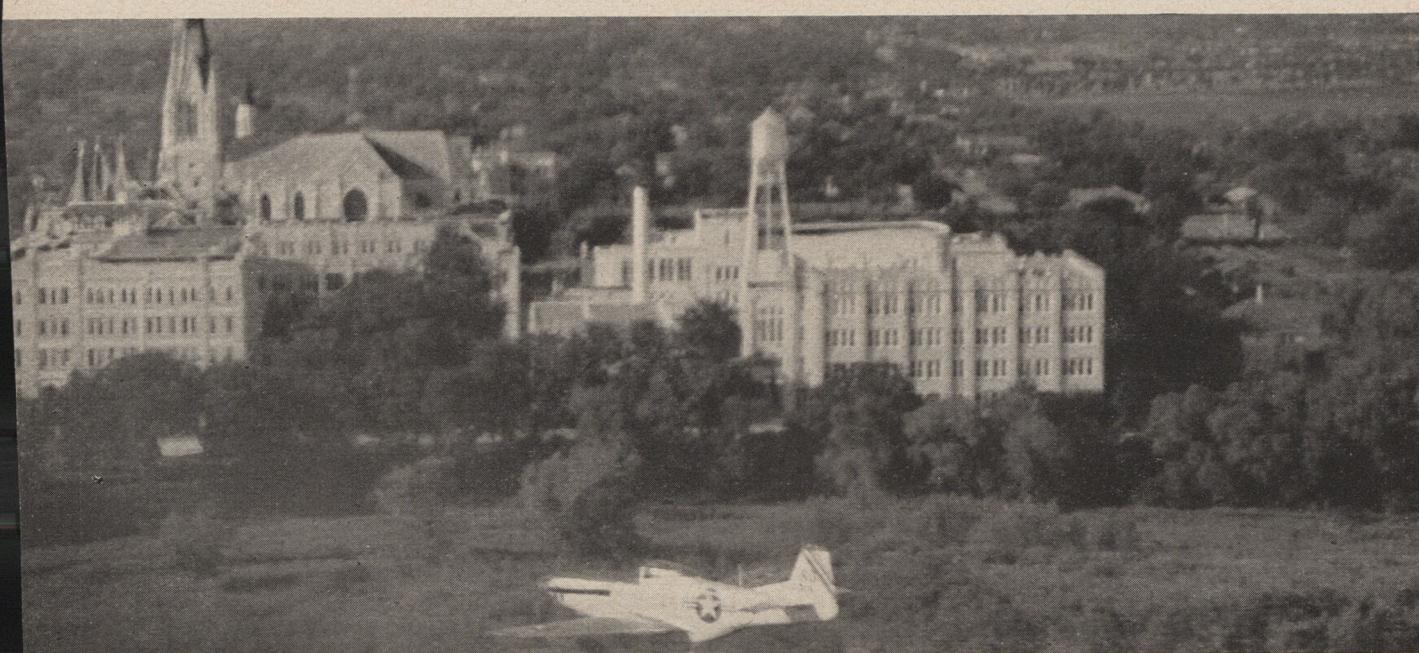
The whole country has been watching the experiment with great interest, for if it succeeds in lowering the polio incidence, spraying may become a welcome and comparatively inexpensive way of combatting one of the most dreaded of diseases.

Within four days, planes of the Air National Guard, had blanketed the San Antonio area with 77,725 pounds of DDT.





Members of the 182nd Air National Guard Squadron return from one of 155 sorties flown during "Operation Anti-Polio."



Above, a lone Mustang piloted by Lt. Col. William N. Hensley, Squadron CO, returns to its base after spraying its load of DDT. Below, squadron maintenance men prepare the tanks which were filled with a solution of DDT and diesel oil.



Executive Order Puts Reservists on Flight Pay

Eligible Officers and EM of Air Reserve Due to Get the Same Pay Check as Air Guardsmen. Air Forces Announces Rules

Rated Reserve officers and airmen of the organized Air Reserve are now eligible for flight pay, according to the provisions of Executive Order 10059, recently signed by President Truman. Thus another step has been taken in unifying regulations of the Reserve and the Air Guard. Flight pay for eligible personnel of the Air Guard was authorized by an Executive Order in 1942. The new authorization was accomplished simply by substituting the words "Reserve Components" for "National Guard."

The new regulation establishes the following minimum flying requirements:

- During one calendar month a reservist must complete four or more flights totaling at least 72 minutes, or in lieu thereof to be in the air a total of at least 96 minutes.

- During two consecutive calendar months, when the requirements of the above paragraph have not been met, eight or more flights totaling at least 144 minutes will be needed. In lieu of this, the reservist must acquire a total of at least 192 air minutes.

- During three consecutive calendar months when the requirements of the foregoing paragraph have not been met, Reservists must log 12 or more flights totaling at least 216 minutes, or, in lieu thereof, be in the air a total of at least 288 minutes.

The order specifies that such required flights may be made at ordered drills, or equivalent periods of training, instruction, or duty, of the organization to which such officer, warrant officer, or airman belongs or is attached, or at other times in accordance with regulations prescribed by the head of the department concerned. Thus, according to the last phrase, it will be possible for reservists to draw flying pay for flying time accrued outside of unit training periods, provided it is approved by the head of the department. This is a matter that has been of some dispute in the past.

For fractions of a calendar month, the number of aerial flights and the time in the air required shall bear the same ratio to the number of flights and the time in the air required for a full calendar month as the period in question bears to the entire month.

Women Will Get Assignments in New Air Reserve Program

The U.S. Air Force, as a part of their Reserve program expansion, has authorized the assignment of women Reservists to all units and all duties in

the Reserve program, except those in combat categories.

The move is designed to encourage participation in the program of women already in the Reserve, as well as former WACs who held AAF assignments during the war. The Air Force Reserve has therefore begun to recruit women Reservists up to two percent of the strength of the total Reserve program. This would mean training spaces for approximately 1,540 women in the Organized Reserve.

Women reservists desiring assignment in the Reserve program should apply directly to the Headquarters of the Air Force in their area.

Civilian Body Probes Merit of Activating Reserve Command

Although the Air Force has made no official announcement, a board of Reserve Officers appointed by Chief of Staff Vandenberg has been meeting in the Pentagon in recent weeks to study the feasibility of establishing a Reserve Command which would assume complete administrative jurisdiction over all Air Reservists and Air Reserve units.

Proponents of the measure maintain that a greater operational efficiency could be brought about by centralizing Reserve functions in a single headquarters free from other assignments. Since it is assumed that the headquarters would be staffed by reservists, advocates of the idea also argue that greater personnel efficiency would be brought about in that "nobody knows the Reservist's problems like a Reservist."

On the other hand those who view the proposal with skepticism point out that during this phase of rapid technical progress, the primary objective, insofar as Reserve matters are concerned, should be to "integrate" with the regular Air Force rather than "separate." They also question the ability of a separate command to conduct housekeeping facilities as efficiently as the regular Air Force.

Air Guardsmen Can Wear New AF Uniform—If They Buy Them

Officers of the Air National Guard have recently been authorized to wear the new Air Force uniforms, Maj. Gen. Kenneth F. Cramer, Chief of the National Guard Bureau has announced.

There are approximately 6,000 Air Guard officers who will be affected by the new regulation. They must, like those of the regular services, buy their own uniforms, General Cramer added.

Air Guard enlisted men have already been authorized to wear the new insignia now worn by enlisted men of the regular Air Force, although these insignia have not yet been issued. General Cramer stated that issue of these items have been held up by priority considerations but would begin as soon as the supply became adequate.



WAF Sergeant Elizabeth Forte of Long Beach, Calif., signs in with M/Sgt. Jim Davis. Miss Forte was first WAF to join new Reserve program in California.

Truman Signs Executive Order Establishing New Disability Benefits For Injured Air Reservists

Public Law 108 Removes 30-Day Minimum; Gives Compensation To Injured Trainees Regardless of the Length of Duty Tour

Perhaps the most sorely needed of all Air Reserve reforms was brought about last month with the passing by Congress of Public Law 108. The new rule, already signed by President Truman, provides that any member of the Air Reserve (or of any other reserve component) who is disabled or killed while on active duty for 30 days or less or during inactive duty training, or who suffers any injury or disease during such duty or training which later results in his disability or death is entitled to receive the same pensions, compensation, death gratuity, retirement pay, hospital benefits, and pay and allowances as are provided for officers and airmen of corresponding grades and length of service of the regular Air Force. The Law is retroactively effective to cover such cases originating on or after 14 August, 1945.

Prior to the passage of PL 108, the situation was quite different. A Reservist injured during week-end flying, for example, would be cared for until such time as he recovered from his injury—that is, he would be hospitalized and given medical attention at government expense. But he would get none of the compensation benefits afforded regular airmen. If he was in the hospital four or five months, and if he lost his civilian job in the meantime, there was no way for him to claim restitution.

A specific example of the injustice of the old set up was sighted in AIR FORCE in December, 1948. A Naval Reserve officer had gone on active duty for two weeks at Floyd Bennett Field. During the two weeks he was involved in the crash of an F4U Corsair. He was seriously burned and hospitalized for six months. But since the law provided that having been recalled to active duty for less than thirty days, he could not be payed for more than that, he had no means of support for himself or his family while he was hospitalized. His wife had to go to work to earn the family's living.

Now that has been changed. The period of duty is no longer material. Even if injury occurs (for example) during a regularly scheduled Volunteer Air Reserve Training assembly of only 2 hours the reservist is covered.

Air Force officials point out however, that prompt reporting of an injury is highly advisable even though no immediate adverse effects are noted and the incident seems trivial. Such reporting can be highly significant in connection with any later developments

which may necessitate adjudication of that injury.

Field Reaction to New 5-Point Reserve Program Mostly Good

Reaction to the Air Force's new 5-point Air Reserve program began to make itself felt last month as the USAF announced that it had completed activation orders on 156 Corollary units and that progress in the other four departments was "on schedule".

For the most part, Air Reservists have accepted the new program with renewed hope and anticipation. Within its provisions they see a possible solution to their own individual problems as well as to the greater problem of molding an efficient fighting force.

There have been squawks too, however. Among them are the gripes of enlisted personnel who still feel that

RESERVIST'S VERSION OF THE 23rd PSALM

*The Air Force is my Shepherd,
I am in want,
It maketh me lie down and cuss,
It leadeth me beside Washington's red tape,
It disturbeth my Soul,
It leadeth me in the paths of Hopelessness
For the Air Force's sake.
Yea, though I walk through the valley of the Shadow of Qualification,
I anticipate no recall to active duty,
For it is against me.
Its new Policies and Diplomacies
Prepareth me for another Refusal,
And in the presence of mine enemies
It anointeth my small requests with NOs.
My hope is runneth down.
Surely Disillusionment and Disappointment
Shall follow me.*

George P. Gumpert
Hammond, La.

they are not getting a fair shake. They cite lack of PX privileges and lack of clearly defined Air Force rules for promotion as examples.

Most consistent objection to the new program, however, has been the somewhat unexpected criticism that the activation of new Corollary and AFRTC units has broken up numbers of old reserve units that were working smoothly and efficiently. In answer, the Air Force states that regrettable as such instances are, they were none-the-less inevitable. Reserve chiefs point out that to establish training units in areas of greatest population it was necessary to abandon certain other units in areas of less population since there were insufficient funds to maintain both. In some areas of dense population just the reverse was true. Here certain units were split and multiplied to accommodate a large reserve population. In both cases AF heads were fully aware of the snafu bound to occur. They have voiced a plea however to all Reservists to take into consideration the problem involved and to "give the new program a chance to prove itself."

Air National Guard Completes Basic Framework of All Units

With Federal recognition of the 147th Fighter Squadron, Pittsburgh, Pa., the basic organization of the currently assigned 514 component units of the Air National Guard has been completed, Maj. Gen. Kenneth F. Cramer, Chief of the National Guard Bureau reported. The first postwar Air Guard unit to be Federally recognized was the 120th Fighter Squadron of the Colorado Air National Guard in June 1946.

On May 31, 1949, Air Guard strength reached 40,997 officers and airmen. This is 69 percent of the target strength of 59,274 officers and men which has already been authorized. It is hoped that this figure can be reached by June 30, 1951.

The 514 Air Guard units are distributed throughout the 48 states, the District of Columbia, Hawaii and Puerto Rico. Some 72 fighter squadrons and 12 light bombardment squadrons of the Air Guard are now operating from 78 municipal, State or Federally owned installations. The Air Guard organization also includes hundreds of headquarters and service organizations.

More Mustangs for Air Reserve

The Air Training Command will soon receive 20 F-51 Mustangs which have been ordered removed from storage.

In addition to getting 100-hour inspections, the craft will be stripped of rocket mounts, ammunition boxes and assemblies, guns and gun sights, and will be equipped with radio compasses.

The planes will be assigned to reserve units under the jurisdiction of the Air Training Command.





These broken pieces mark the end of an era for the B-19. Mission completed, its only value now is in aluminum bars.

THE FIRST GIANT'S END

Once the seventh wonder of the aviation world, the B-19, first of the great bombers, comes to the end of the trail. Her crews say goodbye; the wreckers take charge

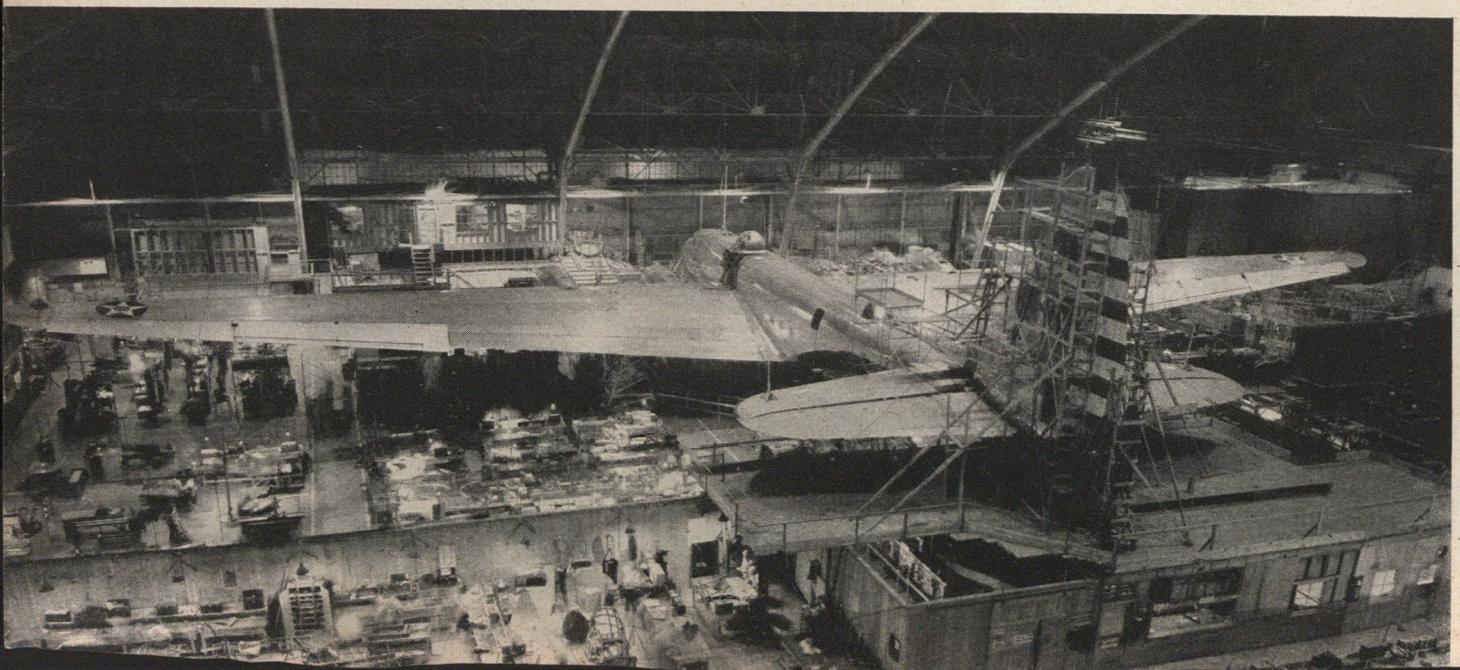
A month or two ago, a crew of mechanics at Davis-Monthan AFB, Tucson, Arizona, threw two steel cables around the fuselage of the B-19. They fastened the cables to a couple of 10-wheel C-2 wreckers and pulled. The tail section, two stories high, fell to the ground. They sliced the wing tips off in the same manner and then went to work with torches and crow bars. The

Air Force had no further use for this famous old giant and it was cheaper to scrap it than store it. Boil an egg one of these days and no one can guarantee that your saucepan was not once a piece of B-19 fuselage.

When the fabulous B-19 first took to the air on June 27, 1941, the average citizen read the following day's headlines with wonder and some amuse-

ment: he was just as pleased as he might have been over any extravagantly outlandish circus trick. He had been following the giant plane through its various stages of planning and production ever since May 1935 when the Army granted final approval to the project. The big question in his mind as he watched the plane grow was "Will the thing fly?" He guessed it probably

The lessons learned in building the B-19 proved to be immeasurably valuable in putting the B-29 into production.



would 'though he didn't see how and he certainly didn't know why. As a matter of fact he might have pondered the validity of the whole project. Here was a plane so much bigger than any the Air Force had during the late 1930s that the average citizen probably was inclined to view the affair as a gigantic \$4,000,000 gag. Sort of a "let's build the biggest damn airplane we can think of and see what happens" deal. Remember that the modern heavy bomber of the day was the old Douglas B-18, a two-engined plane far less than half the size of the proposed B-19.

The average citizen may be excused for not grasping the far-reaching significance of the B-19 but if he estimated the project as an enormous piece of nonsense, he couldn't have been farther from the mark. For as later events proved, the B-19 represented one of the soundest \$4,000,000 investments the Air Force ever made.

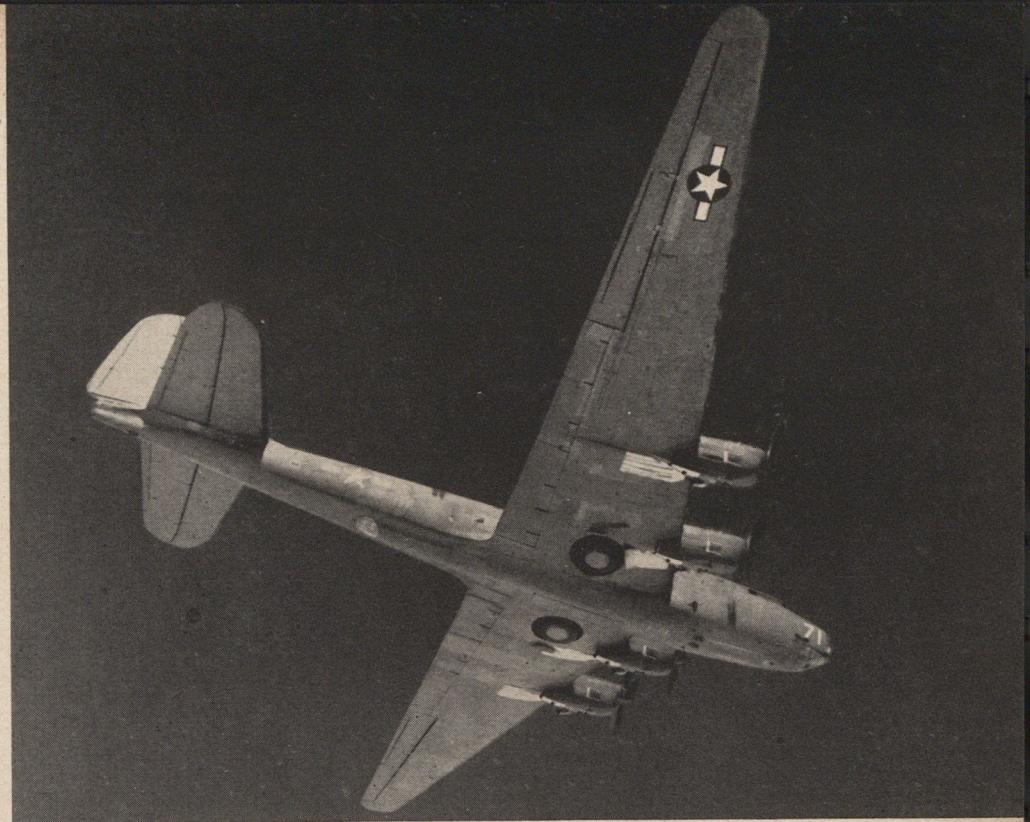
Although it was completed just before the war, the B-19 never flew into hostile skies. Its guns never fired a shot in anger and no live bomb ever fell from its bomb bay. The B-19 was too far ahead of its time. Its engines were lacking in power and it remained a slow, lumbering, flying laboratory. But therein lay its value, for without the experience and know-how gained in building and flying the B-19, the development of the B-29 might have been seriously retarded, even to the extent of coming too late to get the great Superfortress into the war against Japan.

Planning and building the B-19 was a project that left no room for the timid, the un-imaginative or the weak-at-heart. For this was striking out in a completely new field.

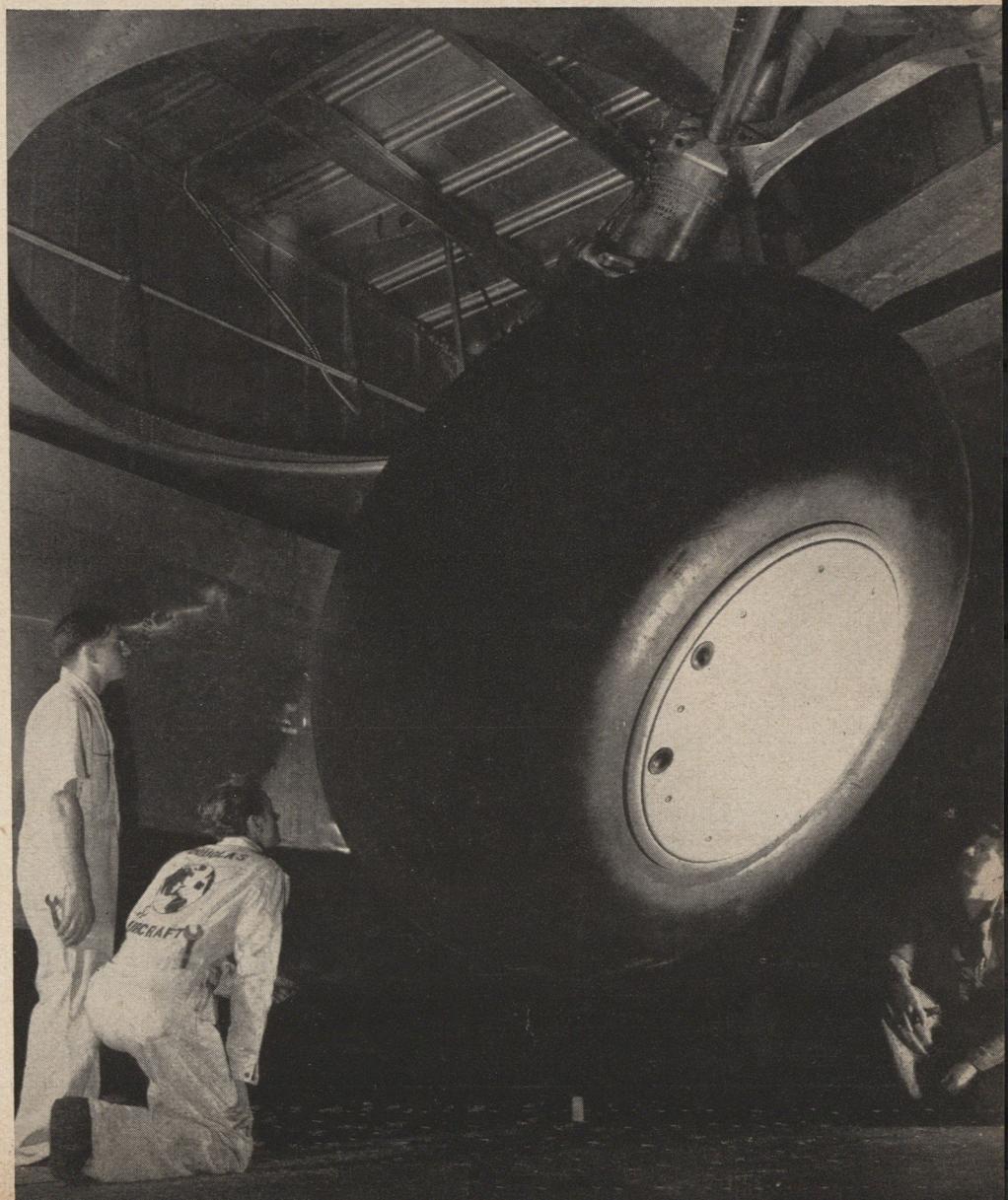
As Maj. Gen. George H. Brett, former chief of the U. S. Army Air Corps once remarked, "we of the Air Corps think of the B-19 as a 'Wright Field on wings' as a flying laboratory for the development and for the testing of airplane

(Continued on page 46)

With ace Army test pilot, Col. Stanley M. Umstead at the controls, the B-19 first flew on June 27, 1941.



The B-19 became a flying laboratory where new types of equipment, specially designed for a big plane were installed, tested, modified, and accepted or rejected. This preliminary experimentation carried on before and during the war, made the task of building the Superfortress and the B-36 that much easier. Below is one of the B-19's eight-foot tires—the largest ever built.



Northrop Seeking Plane With 25,000 Mile Range

Swedish Scientist Says Boundary Layer Control May Make 'Round-World Hop Possible Without Stopping or Refueling

In perhaps the most startling claim ever made for the potentialities of "boundary layer control", Northrop Aircraft Company last month announced that it was conducting design research that might extend the range of the B-49 Flying Wing to 25,000 miles—an increase of over 500 percent above the present acknowledged range of the plane.

This would be accomplished, according to the Northrop announcement, by continually "drawing off" the lower boundary of air which builds up around the surface of any plane in flight causing turbulence and drag, which in turn eats fuel and diminishes range. As much as 50 percent of the drag of certain type airfoils can be eliminated according to the Northrop scientists.

According to the Northrop plan, narrow slots would be spaced in ranks over the entire fuselage of the Wing. A pump in the airplane would create suction in the slots, whisking off the boundary layer into the plane itself, and exhausting it behind. The atmospheric blanket which surrounds the airplane would thus remain thin and smooth.

Boundary layer control is by no means a new field of research. It has been the subject of continuing aerodynamic study for at least 20 years. But so far as is known the Northrop announcement is by far the most optimistic claim ever advanced.

Heading the Northrop study, which so far has been confined to basic calculations and has not involved actual experimentation with a plane itself, is Dr.

Werner Pfenniger, recognized as one of the world's foremost authorities on boundary layer control. Pfenniger, who was brought to the US by Northrop in January of this year, attained prominence for his work in this field at the Institute for Aerodynamics of the Federal Institute of Technology at Zurich, Switzerland. He began this research in 1941. Later the Swiss Study Commission for Aeronautics financed actual wind tunnel experiments with airfoils employing the suction slots. It is largely on the results of these tests that he bases his calculations of performance for the Wing. Pfenniger points out however, that the turbulence in the wind tunnels, as well as the necessity for testing at comparatively low speeds, make it impossible to assume arbitrarily that the same results can be obtained on an actual airplane.

"It seems probable, but it must yet be proved," he stated. An airplane like Northrop's 213,000-pound Flying Wing B-49, he pointed out, uses eight jet engines to carry it along at its 500-mile-an-hour clip. These engines develop a total of 32,000 pounds of thrust at sea level. By use of full boundary layer control the Flying Wing could carry the same load at the same speed with as much power as is supplied by only two of the jet engines.

Included in this sharply-reduced engine requirement is the power needed to drive the suction pump, Dr. Pfenniger asserted. Thus a Flying Wing equipped with boundary layer suction slots could be operated on one-fourth the power

required for a similar airplane not so equipped. Boundary layer air would be whisked off the surface of the Flying Wing at the rate of about 3,000 cubic feet per second and the blast which would be exhausted from a tail pipe would contribute an added "push" to the airplane.

The Northrop study has been conducted independently of Air Force investigations of the same problem. Unofficially, certain Air Force scientists view the Northrop claim with reserve. They point out that numerous tests with models and wind tunnels have been most encouraging, but that results have been "quite disappointing" when the wind-tunnel theories have been applied to full size planes. They do not deny, however, that there are "tremendous" potentialities in the field.

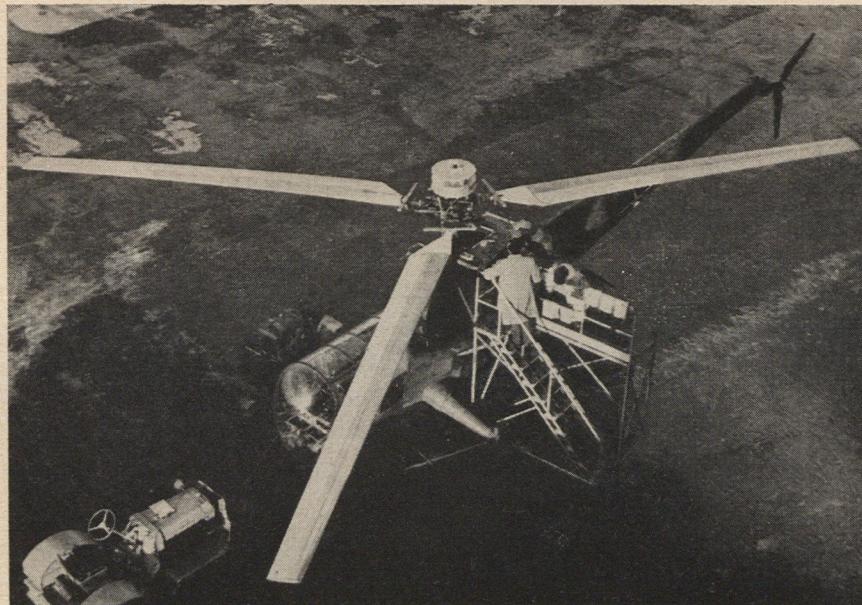
Glass Blades for Helicopters Developed by Cornell Aero Lab

After two years of extensive research and development, a "new look" for helicopter blades has come out of the Cornell Aeronautical Laboratories at Buffalo, New York—the development of glass fiber molded helicopter rotor blades.

According to tests conducted by the Air Materiel Command's Propeller Laboratory—for whom the blades were produced—the new rotors will lift more weight for the same horsepower under certain conditions than any blades of similar size thus far investigated. It means, the experts believe, possible increased performance for the helicopter in either cargo, passengers, fuel or range extension.

The blades are approximately 22 feet long and have an average width of 20 inches. They are molded integrally in a single operation. Secret of construction is this: A sandwich is made from a large thickness of very light core material such as balsa wood lodged between thin face layers of comparatively heavy strength material such as sheet metal or, in this case, a laminate composition of multiple layers of fiberglass cloth imbedded in plastic impregnations.

Manufacture of the blades is comparatively simple. A core is shaped from



A "new look" in rotors for helicopters. Introduced by Cornell Aeronautical Laboratories of Buffalo, N. Y., these 22-foot blades are made of wood and glass.



the balsa wood to nearly the exact size of the finished blade. This core is then wrapped with several layers of the fiber-glass cloth which is impregnated with liquid plastic which hardens when heated. Literally, the blades are baked in an oven like you would a layer cake. The entire assembly being placed in a heated mold, is squeezed to the exact shape desired. Steam heat is applied to the mold, hardening the plastic and molding the blade into an integral unit consisting of core and sandwich walls.

The molding operation takes place at temperatures of 230 degrees F. A compression load, to press the laminates into one unit, exerts pressures of 120 tons, one of the largest die molding operations ever attempted.

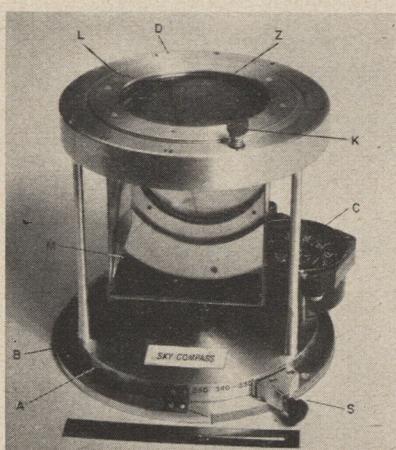
High performance of the new blades, according to experts, is attributed to reduction in the horsepower previously wasted to overcome aerodynamic drag.

New Compass Arctic-Proof

Air Force planes ranging into the northern Polar regions have long been faced with tricky navigation problems. To help relieve the situation, the Bureau of Standards in recent months has introduced a new instrument called the Pfund Sky Compass. It is an outgrowth of Dr. A. H. Pfund's twilight sextant long in use by the Navy.

Parts of the new compass include: an analyzer for determining the plane of polarization of light during daylight; an azimuth circle on which the sun's computed azimuth can be set, and a clock which drives a chosen reference line in synchronization with the sun's apparent motion—one revolution every 24 hours.

To use the compass, the operator faces the azimuth indicator and sets the clock on the analyzer unit to read local apparent time on the time scale. The instrument is then rotated on its base until a light match is obtained at which time the mark "O" on the azimuth scale points either due north or due south while the reading behind the azimuth index will be the direction the operator faces. After that with directions separated by 180 degrees, it is simple to determine direction.



Pfund Sky Compass is outgrowth of twilight sextant long used by Navy.

TECH TALK By Douglas J. Ingells

The Optical Instruments Laboratory of the National Bureau of Standards claims development of a new precision camera calibrator which greatly simplifies calibrations for present mapping cameras. The new instruments provides a more compact and simplified operation: only one negative whereas previously four were needed; more rapid and more accurate location of the principal focus point together with the determination of the equivalent focal length of the lens as mounted in the camera. It also provides quantitative information on the magnitude of the prism effect and the effect of tangential distortion.

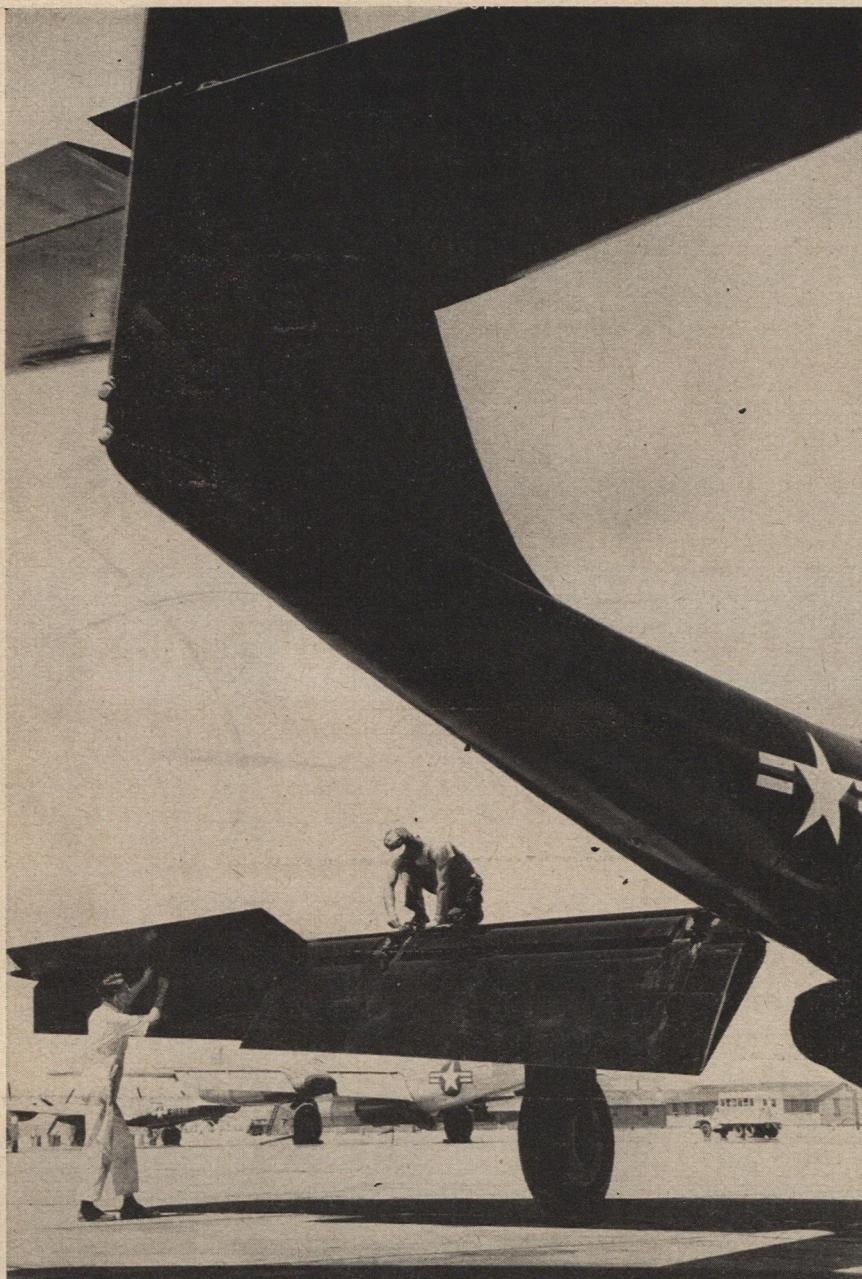
Something new for the private flyer who wants to get up and go places, which, of course means keeping hep with navigation problems is the navigation computer known as the "Mapigator". It puts everything the private pilot wants into one simple package a unit about the size of the average bread-board and weighing only 26 ounces. Ground speed, course point alignments, true heading comes at a glance and by reading a set of tables and turning a circular slide rule and a rotatable wind arrow. They claim anyone can operate it with the ease of reading an Atlas.

The latest in helicopters is the XA-5, probably better known as the "Top Sergeant." A two-place design it uses rotor-tip pulsejet power. Structural simplicity, radical reduction of working parts; high potential in lifting heavy payloads at short ranges and pulsejet performance at high whirl stresses are its outstanding features. It weighs 1200-pounds gross is powered with two AHCo-designed engines. Maximum speeds 75 mph, cruising, 55 mph. Useful load, in addition to pilot, 385 pounds.

The British, according to a recent report, may have found a possible solution to the problem of preserving laminar flow at low speeds by using a boundary layer suction system. Tests were run with a new type wing design on a DeHaviland G.2 glider. The idea is unique: The wing is built up around a box spar comprising two webbed side-spars and bulkheads. Aft of the main spar box, construction is very unorthodox. Upper surface is maintained by ribs as far back as the slots from which point, molded plywood is used in a concave surface to the trailing edge and is unsupported internally. To produce suction, the glider carries a Ford V-8 engine in the fuselage which drives a centrifugal fan that pulls air from the wing tubes. This keeps surface undisturbed, maintaining laminar flow characteristics.

Consolidated Vultee comes up with a new type seat test called the "dynamic cycler." It consists of a standardized (is there one) human "buttock form" moulded in plaster and impressed by mechanical means against the seat or cushion. Cushion measurements (thickness) are made before, during and after the test by means of a multiple indenter. They can tell you how many *sit-down-strikes* caused by bouncing up and down vibrations in an aircraft are caused in the normal life of a cushion.

Aerial wire-laying developed during the war has reached a new rapidity. In a recent demonstration a mile of telephone wire was dropped between two points on the ground and forty seconds after the wire touched the ground two parties were talking by telephone over it. That's better service than you get between our Wright Field office and the Washington headquarters. The new method uses a 23-lb. fragmentation bomb, less charge, attached to a miniature parachute. It pulls out the mile of wire. The wire is also new, a rugged plastic insulated cable having added strength over previous types. Conversation is not audible over a distance of more than five miles; but under that it is just like talking to the man downtown or next door.



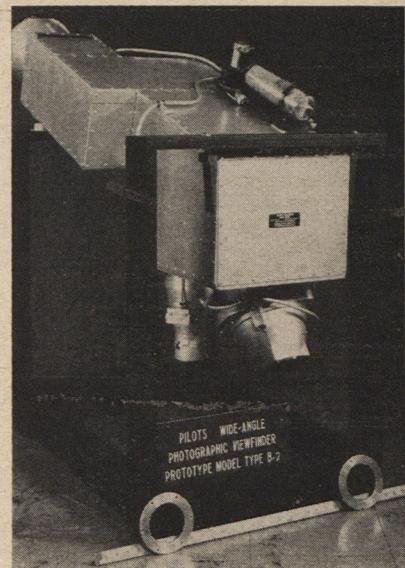
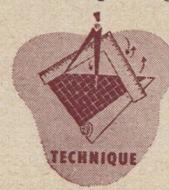
F-86 Scorpion Gets New Air Brakes

Air brakes for an aerial destroyer are pictured above on the Northrop *Scorpion* XF-89 all-weather fighter. Note the jaw-like control surfaces at the outer end of the wing trailing edge. These are called "decelerons" combining the functions of ailerons, fighter brakes and landing flaps. Northrop claims development of new system gives plane extra maneuverability and weight-lifting ability. It also permits fighter to be extremely effective as dive bomber. In normal flight "brakes" are closed allowing controls to function merely as ailerons. During take-offs and landings "decelerons" are lowered providing additional lift area and brake area respectively. In dives, jaws are opened to provide effective fighter brakes.

The idea for full span flaps was

pioneered by Northrop in the development of the Black Widow night fighter -F-61. The same idea could not be applied to the Scorpion because of thin, knife-like wing. However, another Northrop design, the flying wing provided a new answer. Engineers simply incorporated jaw-like features of the flying wing's rudders with the result—"decelerons."

The Scorpion is also equipped with airborne radar which enables it to spot targets from great distances despite fog, storms or darkness. It promises to be one of most effective performers operating at stratosphere altitudes and capable of near sonic speeds.



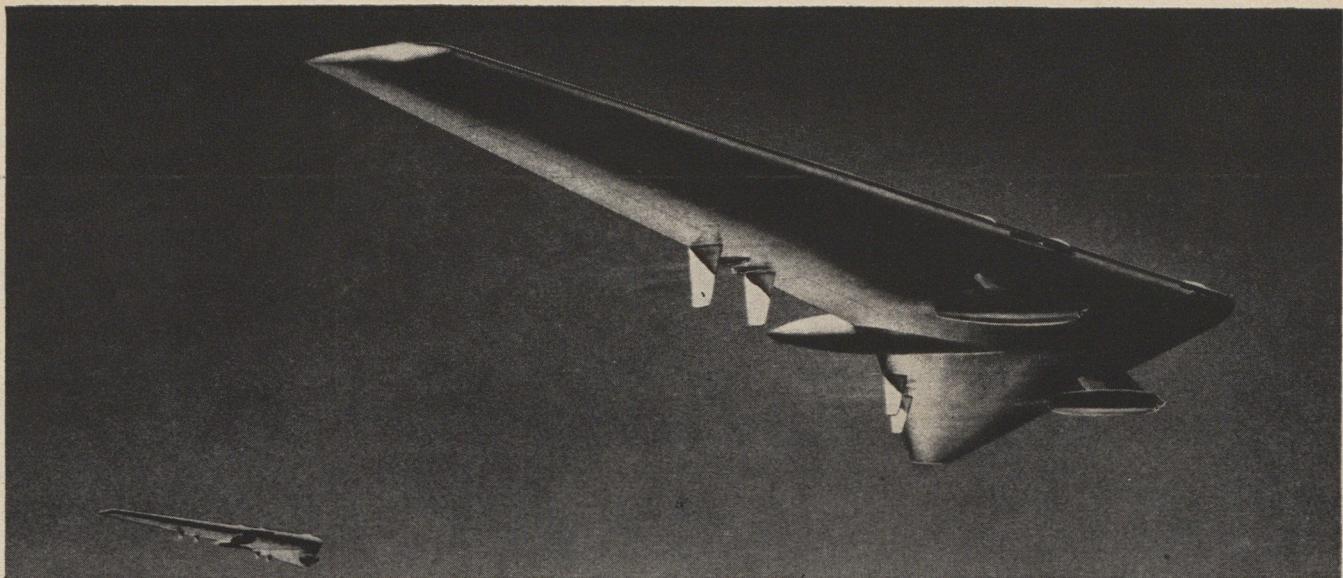
New Viewer for AF

Development of this new type viewfinder by the Photographic Laboratory at Wright Field may be a big boon to aerial photographers and for pilots who must land in small areas. It presents in an airborne package a continuous, unreversed clear image of the terrain directly below and just ahead of the aircraft. Literally it means a "birds-eye" picture of what's coming up.



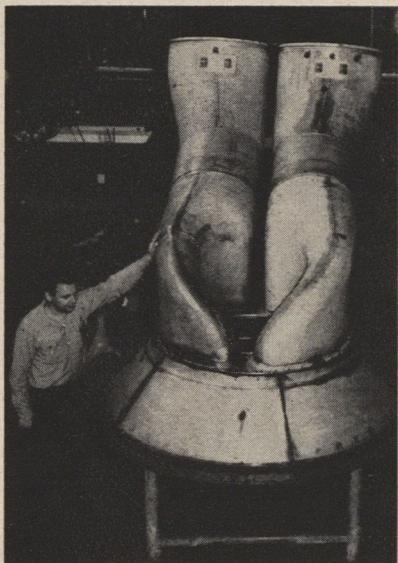
New Wire Tester

This little box of buttons proved to be a simple method for testing the electric wiring system in giant B-36 bombing units. Devised by Willis D. McClure at Convair's Fort Worth Division the idea has been adopted for general use. McClure received \$345 for his innovation—the largest award so far this year in the big plant's employee suggestion contest.



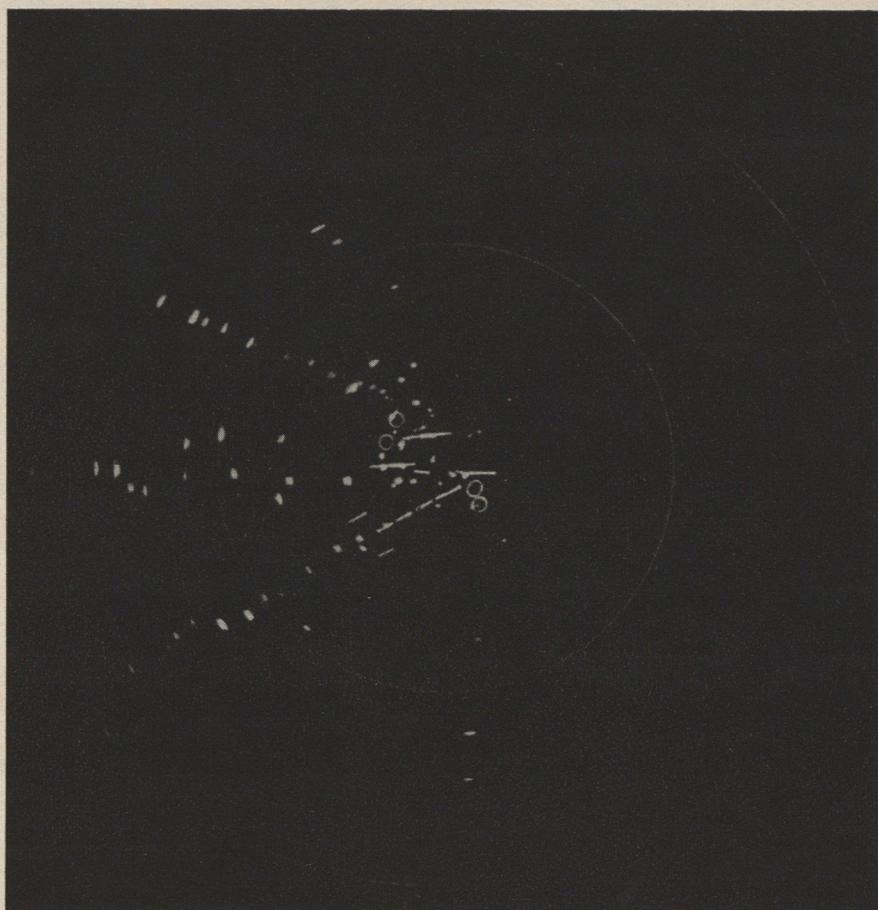
Flying Wing Serves as Test Bed for Powerful Turbodyne

Latest version of the Northrop Flying Wing is this six-engined jet bomber designated the EB-35-B to be used as a flying test stand for the new more powerful Turbodyne engines. Designers claim revamped B-35 Wing which has four engines concealed in the wing proper and two externally pod-mounted jets will be capable of super speeds at extreme altitudes.



Largest Tailpipe

It may look like a pair of pants upside-down, but this is reportedly the world's largest jet engine tailpipe assembly ever built. Ryan did the job for the Wright T-35 Typhoon turbo-prop engine. Reported to be capable of developing in excess of 5,000-pounds thrust the engine and tailpipe assembly has been test flown in nose of B-17. Whole installation is still experimental.



Radar Offers Unique Picture of Lift

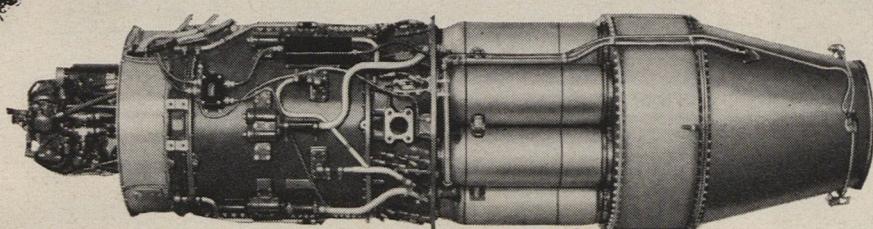
Here's how "Vittles" looks on long-range surveillance radar scope. Small dots lower left are American C-54's approaching Berlin along Frankfurt corridor. Planes upper left are British and American air craft coming in on Hamburg corridor. In left center are planes departing Berlin along common return

corridor. Circles are Russian airfields to be avoided. Horizontal lines mark runways for Tempelhof, Getaw, Tegel airfields in Berlin. All aircraft are spaced less than 10 miles apart, approximate 3 minutes at 180 m.p.h. Traffic is constantly recorded by radar as airlift continues.



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*Allison aircraft turbine engines have logged
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more time in the air than all other jet engines.*



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Northrop F-89A Scorpion
North American FJ-1 Fury
Consolidated XP5Y
Northrop RB-35B Flying Wing
Martin P4M-1 Mercator
North American AJ-1

Builder of axial and centrifugal flow turbine engines

'Frisco AFA Gives Stage Hit

Critics Unanimous in Praising

Squadron's Production of Air

Play, "Command Decision"

One AFA Squadron's contribution to the cause of Air Power that will be hard to surpass took place recently as the San Francisco Squadron presented the Pacific Coast stage premiere of William Wister Haines' "Command Decision." The undertaking received plaudits from every drama critic in the Golden Gate city and captivated over 3200 playgoers during its four night run.

When the opportunity of obtaining the initial western rights to the play presented itself to the College Players of the University of San Francisco, it wasn't long before the San Francisco Squadron and USF joined forces to send the virile message of air power to the entire Bay Area.

Mike Kavanaugh, Squadron Commander, appointed a special theatrical committee, headed by Mike Pisani, and arrangements were made for the production of the show by individuals who had never been closer to the stage than "Fifth Row, Center, Orchestra."

The basic arrangements called for the USAF College Players, well-noted in the West for their collegiate, non-professional shows, to stage the show by supplying the cast and the director. The rest was in the San Francisco Squadron's hands.

Fourth AF Headquarters at Hamilton Air Force Base assisted with major equipment, including the tail of a washed out plane which was then painted with a Maltese cross to represent the remnants of a Luftwaffe jet . . . weather maps came from the Air Weather Service at Fairfield Suisan Air Force Base . . . the maps of Western Germany, France and England, for the office of General Dennis, came from a former navigator in the Squadron . . . the problem of uniforms was easily solved, as San Francisco Squadron members who had the same sizes as the members of the cast came forth with blouses, pinks, GI shoes and well-styled "50-mission" hats.

The Squadron booked the War Memorial Theater in San Francisco's Civic Center for the production, with a capacity seating of 1100.

The program on opening night started by a pre-show concert of the Glee Club of the University of San Francisco. While the lights were dimming and the audience was settling in their seats, Miss June Lockhart, Queen of the Air Force Association and a distinguished member of the New York stage, stepped on stage to make a posthumous presentation of the Squadron's "Award of Appreciation" to James J. Gill, the direc-



In one of the most dramatic moments in "Command Decision," General Dennis (played by Jud Holstein, far left) decides to complete "Operation Stitch" only to be relieved of command by General Kane (Joseph Laherty, center).

tor, who died during rehearsals of the play. His successor, Stuart Bennett, accepted the scroll for Mr. Gill's family.

From the moment the curtain went up on the set that was a section of a Quonset hut until the curtain came down on the seventh and final curtain call, the audience received an indoctrination on airpower that to many was a new philosophy. For three additional nights, the performance was repeated, and when the last curtain went down amidst cheers, it closed the cover on a memorable achievement of an AFA Squadron.



Part of the San Francisco Squadron's Committee for "Command Decision" are shown here with June Lockhart, AFA Queen. Front, Michel Pisani and Edward Russell. Rear, Howard Halla, Miss Lockhart, Mike Kavanaugh & Tom Stack.

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SANTA MONICA

CALIF.

CALIFORNIA

Two AFA squadrons, Van Nuys and Inglewood, of the California Wing were chartered on June 25. Officers of the Van Nuys Squadron are Stiles B. Merrill, commander; George W. Warren, vice-commander; Williard R. Erbeck, secretary; and R. M. Thomason, treasurer. Council members are Robert W. Dorothy, Douglas Dorman, Jimmy Khouzaz and Eugene Dobson. The squadron mailing address is: Mr. Stiles B. Merrill, Commander, 7942 Norwich ave., Van Nuys, California. Gordon A. Ballantyne was named commander of the Inglewood Squadron. Other officers include: David C. Johnson, Jr., vice-commander; Ray Vida, secretary; and Gil Vizcarra, treasurer. Council members selected are: Paul Koehritz, Jr., Richard H. Hein and Kenneth W. Barnett. Mr. Ballantyne's address is: 107 South La Brea, Inglewood, California.

A joint meeting between the San Francisco and East Bay Squadrons of AFA, was held in San Francisco last month. Members of East Bay, San Jose and other nearby squadrons attended. A full report of the conclave of Wing and squadron officers, held in Fresno on April 23 and 24, was presented by Tom Stack, commander of the California Wing. Mr. Stack also announced that the annual Wing Convention, scheduled for October, would be held in Oakland.

ILLINOIS

Chicago: Edgar Zimont was elected commander of the South Shore Squadron at the May meeting. Other new officers are Robert Ryan, vice-commander, Tony Stamas, treasurer, and Ralph Lotspeich, secretary.

INDIANA

South Bend: S. J. Crumpacker, Jr., has been named commander of the South Bend Squadron No. 1, AFA, for the next year. Other officers selected are: F. J. Parik, vice-commander; R. Wilson, treasurer; E. Wiseman, secretary; D. Robers II and W. Light, councilmen. Correspondence with the South Bend Squadron should be sent to P.O. Box 806, South Bend, Indiana.

MICHIGAN

Battle Creek: Frank W. Ward of 63 Highland Avenue, a colonel in the Air Force during World War II, was elected commander of the Michigan wing of AFA during the annual convention in Detroit recently. Mr. Ward is also vice commander of the Battle Creek AFA squadron. He was acting commander of the local squadron for a while last year. While directing the activities of the local squadron, he instituted a survey of air reserve training in the Battle Creek area and forwarded the report to top AF officials in Washington in an effort to have a permanent air reserve training center located in Battle Creek. The report gained wide attention in Washington and was partially instrumental in gaining the temporary reactivation of the 549th Very Heavy Bomb Squadron of the air reserve at Kellogg Field.

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Doubt that Congress will act this year

to establish an Air Force academy was expressed by Eugene M. Zukert, assistant secretary of the Air Force, following his arrival in Battle Creek recently to speak at Memorial Day observance. Mr. Zukert expressed his views on the air academy proposal at a buffet supper given for him at the Post Tavern by the Battle Creek Squadron, AFA, and the Battle Creek airport board. Members of the city commissioners were in attendance in addition to the members of the airport board and AFA.

Frederick A. Chantrey was elected commander of the Battle Creek Squadron at the May meeting. Frank W. Ward was re-elected vice-commander while Robert B. Logan was named secretary and William L. Klum, secretary. Council members include Glenn D. Sanderson, John B. Flagg and Willard W. Baker.

NEW JERSEY

Montclair: The films "Combat America" and "Story of the Thirteenth AF" were



STATE ROUNDUP
AN AIR FORCE DEPARTMENT

presented at the June meeting of the Montclair-Essex Squadron, AFA. The Squadron library was discussed; more books were added and possible new locations were mentioned.

NEW YORK

New York City: J. Reinke was elected first permanent commander of the La Guardia Airport Squadron No. 1, AFA, at a meeting on May 17. W. Hartung was selected as vice-commander and Claire J. McDonald as secretary-treasurer. Council members include: H. M. Byrnes, G. Hamilton, C. S. Jones and R. Scruggs. Correspondence should be addressed to Claire J. McDonald, Personnel Department, American Airlines, 100 E. 42nd Street, New York City.

Brooklyn: "Ground Controlled Approach", an AF film, was presented at a meeting of the Brooklyn Squadron on June 1. Herb Heinberg was elected Group Commander. Bill Bauer was appointed temporary secretary (the plan is to select secretary elected from Staten Island squadron as soon as it starts operating.) Al Gardella announced Welfare Committee is receiving Air Force magazines for hospitalized vets at Manhattan Beach.

John Most of Brooklyn was elected State Wing Commander at State Convention held at Niagara Falls the last of May.

Albany: Frank T. Murdaugh was named commander of the Albany Squadron No. 1 at a meeting held on June 15. Other officers include: Miss Kay Abbott, vice-commander; Leo Turner, secretary; and Thomas J. Dudo, treasurer. Members of the Squadron executive council are Dudley A. Leavey, chairman, Earle P. Ríbero and Edward J. Healey.

NORTH CAROLINA

Durham: John P. Prentice of Durham, N. C., was accepted as Wing Commander of North Carolina Wing, AFA, at a business meeting of State Directors and officers held in Durham on June 24. R. S. Northington of Winston-Salem was named 1st vice president, Robert Lineberger, Lincolnton, was selected as 2nd vice president, and R. W. Hamlett, Durham, was named secretary and treasurer. The following were named directors for one year: Ben R. Rudisill, Cherryville; Alex Andrews, Raleigh; Lee Gravely, Rocky Mount; Sgt. Jesse Murray, Raleigh; and David C. Dellingar, Cherryville. Directors elected for two years are: Dixon A. Lackey, Asheville; John Pickett, Durham; Richard Hefner, Hickory; Henry Shacklette, Durham; and W. P. Budd, Jr., Durham. The State meeting in 1950 will be held in Winston-Salem with R. S. Northington in charge. Promotion of interest and membership drives in connection with Air Force Reserve volunteer training units was discussed at the meeting, and the recommendation was made that every State officer and director look into his local situation to determine what further can be done to stimulate interest in his community and to give more time to AFA and its activities during the coming year.

OHIO

Columbus: C. R. Smith, 1949 president of AFA, and George Van Nostrand, assistant to the president, were guest speakers at the Ohio State AFA convention held in Columbus recently. Mr. Smith discussed the coming Chicago convention, and Mr. Van Nostrand talked about the California membership plan. Ferd Pickens of Columbus was elected wing commander succeeding John Anderson, while Arman Merriam was named vice commander. Cleveland was selected as host city for the 1950 state convention.

Cleveland: A junior aviator air meet at League Park on June 4 was sponsored by the Cuyahoga Founder Squadron, AFA, in cooperation with the Cleveland press. Junior aviators were from the Hough Avenue area and classes were instructed by members of the local AFA squadron.

Akron: Joseph Wiland was named commander of the Akron Squadron, No. 1 at a meeting held recently. J. A. Gabriel was elected vice-commander, James D. Wohlford, secretary and Alex Erca, treasurer. Members of the executive committee include: K. E. Banks, Lewis C. Christian, William H. Jeffries, Andrew Koloniar, M. W. Maxam, Thomas O. Myers and C. H. Whitaker. Wiland may be contacted at 730-B Colette Drive, Akron, Ohio.



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RESOLUTIONS ADOPTED BY THE DELEGATES AT THE THIRD ANNUAL AFA CONVENTION

The following Resolutions were presented and adopted by the delegates attending the Third annual national convention of the Air Force Association at Chicago, Illinois, July 2, 1949:

► ELIGIBILITY OF AIRMEN FROM ALL SERVICES TO MEMBERSHIP IN AFA.

WHEREAS, The inclusion of former air personnel from all services of the Armed Forces in the Air Force Association has been proposed; and

WHEREAS, The issues involved are of the greatest importance to the Association and should be acted upon only after thorough study and consideration; therefore,

RESOLVED, That the President shall appoint a committee of three (3) to inquire fully into the advisability of admitting to appropriate membership in the Association, past, present and future members of all aviation services of the Armed Forces of the United States; and it is further

RESOLVED, That said committee report its findings and make its recommendations to the next annual Convention.

► ASSOCIATES.

WHEREAS, Article IV, Section 4, of the Constitution provides for Associate Membership in the Association by persons not eligible for Active or Service membership, but who have demonstrated an interest in furthering the aims and purposes of the Association, or the proper development and maintenance of United States airpower; and

WHEREAS, It is the sentiment of this convention that affiliates of the Association be limited; therefore,

RESOLVED, That Article IV, Section 4, not authorize Associate memberships, but provide for Associates of the Association; and

FURTHER RESOLVED, That Article IV, Section 4, of the Constitution read as follows: "Any citizen of the United States who has demonstrated that he is interested in furthering the aims and purposes of the Association, or the proper development and maintenance of United States airpower, and who is not eligible for Active or Service membership; may be individually approved as an Associate of the Association, but only by the National Membership Committee or by the Executive Council of the Squadron in the area in which he resides, provided such latter approval be further approved by the Executive Committee of his Wing."

► ALLOCATION OF DUES BETWEEN NATIONAL HEADQUARTERS, WINGS AND SQUADRONS.

WHEREAS, It is desirable that Wings and Squadrons secure the benefit of some part of the membership dues of new and renewal memberships secured by them; therefore,

RESOLVED, That the President appoint a committee of three to consider and promptly report to the Board for early action a plan for such division of membership dues between Wings, Squadrons and National Headquarters, as the Committee may deem practical.

► MERGER.

WHEREAS, The purpose of unification is to avoid duplication, reduce cost and permit more efficient operation; and

WHEREAS, The Association believes in the principle of unification in the Armed Forces and has so expressed itself, and it also believes in the same principles for associations

which represent the men and women who have served in the Air Force; and

WHEREAS, Duplication of effort by the Air Force Association and the Air Reserve Association is evident and the policy of the Air Force Association regarding this situation was expressed at the Annual Convention of 1948, when a resolution encouraging and authorizing the merger of the two organizations who passed by the membership; and

WHEREAS, Merger of the associations during the year was not accomplished; therefore,

RESOLVED, That a merger of the Air Force Association and the Air Reserve Association is approved in principle and the officers and directors of the Air Force Association are authorized and instructed to continue to work on the proposed merger; and

FURTHER RESOLVED, That a merger on terms no less equitable to the Air Force Association than those authorized by the Annual Convention of 1948 is authorized, such authorization to be in effect not more than one year from this date, July 2, 1949.

► AIR FORCE ENLISTED RESERVE.

WHEREAS, The national security requires an adequate, well trained and equipped Air Force Reserve; and

WHEREAS, The United States Air Force has recently formulated a new Air Reserve Training Program effective 1 July 1949; and

WHEREAS, It is necessary to give greater benefits to enlisted air reservists in order to secure trainees in sufficient numbers to carry out the Air Force Training program; and

RESOLVED, That the United States Air Force be commended for establishing a Reserve Training Program which provides the basis for more efficient and better training for the Reservist and gives our country more adequate defense and security; and

FURTHER RESOLVED, That this Association expresses itself as being strongly in favor of greater benefits and more recognition for the enlisted air reservists in pay, quarters, clothing, advancement and publicity to ensure an adequate number of trainees to fulfill and carry out the new Reserve Training Program.

► ADOPTION OF AFA OFFICIAL COLORS AND BANNER.

WHEREAS, The desire has again been expressed by Squadron representatives for means of identifying their Air Force Association affiliation while participating in public activities; therefore,

RESOLVED, That the President appoint a committee of three (3) to recommend to the Board of Directors for early action, the selection of appropriate colors for the Association and the adoption of a standard form of banner which shall include the official emblem of the Association.

► LADIES AUXILIARY.

WHEREAS, a number of Squadrons throughout the country have organized Ladies Auxiliaries; and

WHEREAS, The Ladies Auxiliaries have already done much to aid the various squadrons and can be of great assistance in the future; and

WHEREAS, The Ladies Auxiliaries have no official status; and

RESOLVED, That Ladies Auxiliaries hereby be officially recognized by the Air Force Association and that their formation by squadrons throughout the country be encouraged.

► ANNOUNCING DATE AND PLACE OF NATIONAL CONVENTION.

WHEREAS, It is desirable in planning a National Convention to have the maximum of time available to the national and local committees for making necessary arrangements; therefore,

RESOLVED, That the President will appoint within thirty days from the adjournment of the 1949 Convention a National Convention Committee which will promptly decide the place and date of the 1950 Convention and so notify the membership no later than six months from the time of this convention.

► WING AND SQUADRON LOCAL ACTIVITIES.

WHEREAS, The widening activities of our state and local groups have led to many suggestions for amendment of our constitution and for specific resolutions of our convention to authorize or approve specific types of projects; and

WHEREAS, The suggested activities are of great merit, are entirely appropriate to an organization of veterans, particularly of veterans of the Air Force, principally include maintaining relations with the Air Force, its units and its veterans; and

WHEREAS, The Policy and Resolutions Committees have felt that the possible field of such activities is so broad and will vary so widely between different localities that they should not be dealt with by specific constitutional amendment; therefore,

RESOLVED, That it is the policy of this Association to maintain the tie and the mutual interests between its members and their former service and to that end our squadrons are urged, where possible, to be of service to local Air Force units and personnel, to stimulate local interest in recreational and other off-post activities, with a view to advancing the general well-being of Air Force personnel and to assist in all possible ways in the maintenance of the comfort and morale of all hospitalized veterans.

► ARMED SERVICES DAY.

WHEREAS, It is in the interest of unification of the Armed Services that the present several annual service days be consolidated; therefore,

RESOLVED, That the Air Force Association go on record as supporting the expressed desire of the Secretary of Defense for the establishment of and participation in by all services of a single annual Armed Services Day.

► AIR FORCE HOUSING.

WHEREAS, Inadequate housing in the vicinity of Air Force bases is a deterrent to constructive family life of the United States Air Force personnel, and, therefore, a definite morale factor; therefore,

RESOLVED, That this Association go on record as favoring immediate action by the United States Air Force and the Congress of the United States to remedy this situation.

► CAREER OFFICER EDUCATION.

WHEREAS, Unification of our Army, Navy and Air Force into an efficient combination of services that can provide security without bankruptcy must be ultimately based upon a unified educational program and experience for career officers; and

WHEREAS, The Armed Forces have outgrown the United States Military Academy and the United States Naval Academy as they are presently organized; and

WHEREAS, This Association favors the establishment of an Air Academy appropriate to the unification of our Forces, but believes that the establishment of an Air Academy similar to the Military and Naval Academies, without major changes in

them and in the pattern they provide, would add to the present difficulties that must be overcome in achieving effective unification; therefore.

RESOLVED, That this Association favors the appointment by the Secretary of Defense of a small commission comprising representatives of the Army, Navy and Air Force, and an equal number of outstanding leaders in liberal and technical education, to recommend a plan for the education and training of career officers for our Armed Forces appropriate to the needs of unification. Such a plan should provide a common educational experience of at least two years for all such future officers, and should assure their familiarity with the organization and basic techniques of the ground, sea and air forces before entering specialized service schools.

► **SPONSORSHIP OF A MEMORIAL IN TRIBUTE TO ALL AIRMEN WHO GAVE THEIR LIVES IN WORLD WAR II.**

WHEREAS, Recognition of the role played by airmen of all Services is of vital importance to the Air Force Association; and

WHEREAS, It is appropriate that the Association sponsor a movement, nationwide, to erect a fitting memorial to the everlasting memory of the Airmen of all branches of the Service who gave their lives in World War II; therefore,

RESOLVED, That the President of the Air Force Association appoint a committee to investigate the feasibility of a monument in tribute to the airmen from all Services who gave their lives in World War II, and that this committee recommend what form, what nature, this memorial should take.

► **INDUSTRIAL MOBILIZATION.**

WHEREAS, Survival in the air age has placed a new importance on our preparedness for rapid expansion of air weapon production; and

WHEREAS, Many of us remember all too well the long years required to convert and tool up our industry for volume and output; and

WHEREAS, We recognize that no future aggressor will allow us the time for slow mobilization of our economic and industrial resources; therefore,

RESOLVED, That we commend the progress that has already been made in our industrial preparedness; and

FURTHER RESOLVED, That it is the policy of the Air Force Association to urge the President of the United States, the Congress of the United States, and the Secretary of the United States Air Force to give special attention to the early development of an overall plan for mobilization of all industries which will be called upon to build weapons and parts for our Air Force in the event of war.

► **MESSAGE TO "HAP" ARNOLD.**

WHEREAS, We of the Air Force Association who have served with and under General of the Air Force (formerly General of the Army) H. H. "Hap" Arnold, regret his absence from our convention, enforced by the strain of his tremendous war-time responsibilities and contribution as the creator of the Army Air Forces and builder of the foundation of the United States Air Force, and miss the inspiration of his presence; therefore,

RESOLVED, That we may wish him long life and great happiness in his well-earned retirement, we hereby instruct the Secretary of the Association to convey to "Hap" Arnold the respect, affection and good wishes of this convention and the members of the Air Force Association, and to send him a copy of this resolution.

(Continued on page 46)

AIR FORCE ASSOCIATION STATEMENT OF POLICY for 1949-50

The Air Force Association at its first annual convention in 1947 expressed steadfast belief in a strong United States as the best insurance of world peace; and in airpower as the key to that strength.

Meeting for its third annual convention the Air Force Association can take justifiable pride in the soundness of its concept. The events of the past year—as of the year previous—have confirmed its original premise. Airpower has been peace power.

Although since 1947 a war of nerves has prevailed throughout the world it has not resulted in global combat. That it has not done so is attributable in greatest measure to the influence of the United States. Nor can anyone successfully deny that the chief implement of American influence has been airpower—existing and potential.

The expressions of this airpower are known to all—the Berlin Air Lift, the presence of United States strategic air forces in Europe, the evidences of progress in super-sonic flight and electronic control, the experience of the Air Force with nuclear weapons. These and kindred expressions of yet unveiled airpower have been mighty deterrents to aggression.

But while we take pride in the proven efficacy of airpower as peace-power reflected by world events, the Air Force Association cannot be complacent over the degree of recognition afforded airpower's supreme importance.

The objective findings of the Presidential and Congressional Air Policy Boards have not been implemented so as to produce maximum airpower for the dollars expended. We attribute this deficiency to three major causes.

First: The United States has not achieved true unification—full unified air direction of its Armed Services. The compromises necessary to the passage of the National Security Act of 1947 left it "lacking in strength, rife with duplication, inefficient and saturated with waste." This conclusion the Air Force Association has pointed out previously. The Hoover Commission has come to a similar conclusion.

Second: The United States has no settled conviction concerning the strength of the Air Force required. Within a period of months we have seen the President's Air Policy Commission make one set of recommendations. Conversely, we have seen the National Administration make another and very different set. In one year Congress authorizes an Air Force "in being" of one size. The next year the unit strength of that Air Force is drastically cut.

Third: The United States is basing its defense budget not on strategic requirements but rather on political compromise. We do not suggest that Air Force is the sole line of national security. We recognize the importance of balance in military economy and planning. On the other hand we contend that a new strategic concept of security is requisite and that that concept rests primarily on air power. We believe with Winston Churchill that "air mastery is today the supreme expression of military power, and fleets and armies, however necessary, must accept a subordinate rank"; and that "this is a memorable milestone in the march of man." As we view our strategic requirements in the present world of cold war, we contend that effective "balanced forces" cannot be achieved merely by allocating substantially equal expenditures to each Armed Service.

We advocate revision of the National Security Act of 1947 (1) to give the Secretary of Defense the authority required by his responsibilities over the Departments under his

charge along lines contemplated by the original unification bill; (2) to provide under that authority, a national military establishment with a three-fold organization—a Department of the Army generally responsible for surface operations on land, a Department of the Navy generally responsible for operations on and under the water, and a Department of the Air Force generally responsible for all operations in the air, and (3) to provide for transfer of personnel from one service to another;

We advocate legislation establishing the Air Force in being on the basis of the strategic requirements of this cold-war world. We seek necessary provision for procurement planning, programming and actual procurement on a five-year basis as recommended by the President's Air Policy Commission;

We advocate that the Chief Executive, the Secretary of Defense, the Armed Services and the responsible Committees of the Congress take every precaution to assure that budgets of the respective Services be established on the basis of but one criterion—the strategic requirements of world peace and the security of the United States.

Turning to the civilian components of the Air Force, an important element in the airpower of the United States—we have advocated at an appropriate time and under appropriate conditions, necessary steps to combine the Air Reserve and the Air National Guard into one Federalized reserve component.

We highly value the local support and organization which makes the Air National Guard effective. We believe that these underlying principles should be carefully preserved. We agree that the combination should not be initiated until it is clear beyond doubt that equivalent funds and organization will be as available to the Federalized component as to the National Guard unit.

The concept of forty-eight state air forces is, however, so foreign to the penetrating power and range of modern aircraft that we favor the ultimate well-planned and thought-out merger of Air Reserve and Air National Guard activities in one national component—when it is certain that the combined component will be more effective than divided strength.

Our belief in the principle of unification of our Armed Services and of our airpower already has led us to seek unification of the organizations of former Air Force personnel, the objectives of which are the support and development of air power. We have within the last year given concrete evidence of our will to bring about such unity. We shall continue to do so.

We believe that United States airpower in being is the condition precedent to the survival of Western civilization. We also believe that improvident uneconomical expenditure of public moneys will be as disastrous to our security as a paper Air Force. We must constantly bear in mind that military defense must be phased with all aspects of our national life.

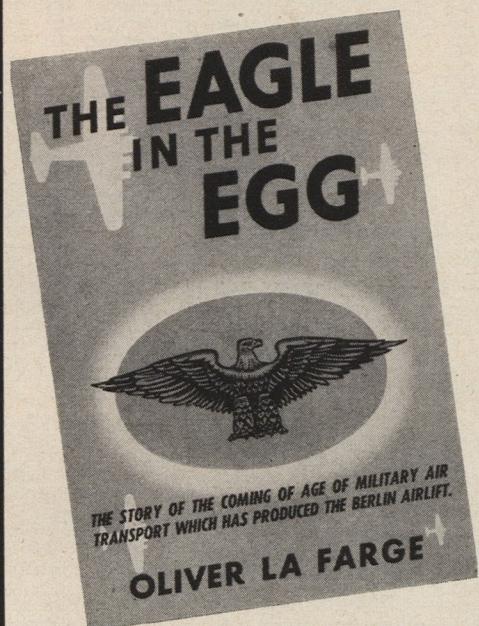
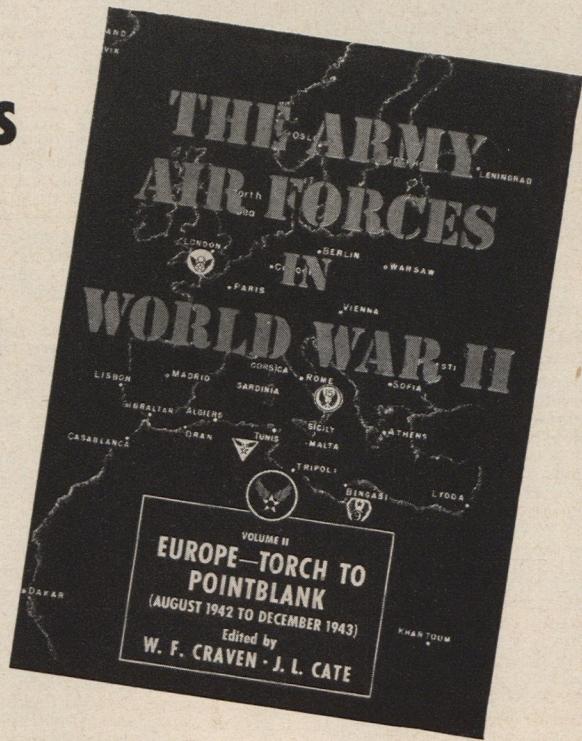
The total objective of peace and security for ourselves and a free world at a cost which permits a free and acceptable national economy is not an easy target. Yet with sound strategic concept based on the efficacy of airpower, and with careful budgeting based on the balance involved in that concept, we believe that objective attainable. To the furtherance of this objective the Air Force Association once again dedicates its influence and its resources, with the firm conviction that airpower is the balance between a world of tyranny and a free world.

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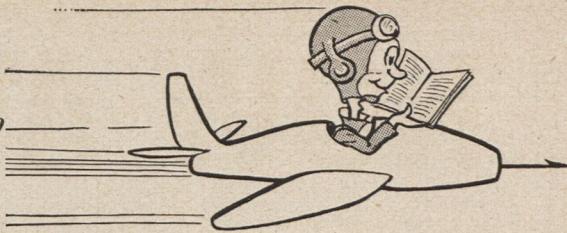
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Maybe your tent wasn't on Corsica. It doesn't really matter. Martin Quigley's novel about a B-26 squadron could have been located anywhere. Maybe you were on Forts. That doesn't matter either. A gunner's life in wartime is pretty much the same no matter what kind of ship he flies. You'll meet a lot of old friends in *A Tent on Corsica*, for this is a story sharply focused on the combat airman. If you've ever sweated out 25 or 50 or 75 missions, you can move right into that tent.

The brass had it all figured out. Flying mediums off Corsica that summer of 1944, a man had one chance in four of completing his 75-mission tour. That's the way the odds were stacked. One chance in four. In other theaters, where the casualty rate was higher, they cut down the tour to 50 missions or less, but the odds were always the same: Four to one you don't make it.

A new guy had trouble adjusting to that. It was natural to look for short cuts. Banky Thompson arrived in Corsica sweating out the arrival of a baby. He was terribly afraid that he would be killed before learning whether it was a boy or a girl. Maybe, he asked the first sergeant, he could be grounded until the baby was born. The topkick's answer pretty well sums up the way things were: "Look, you think now you could fly 'em if you only knew. As soon as you know, you'll think you could fly 'em if only you didn't have a kid you never saw. You're here to fly 75 missions, and you might as well settle down to flyin' 'em one at a time. That's the only way I know to do it."

Quigley acknowledges that he never flew a tour of duty such as the one which forms the basis of his book. But as a former 12th Air Force sergeant with a good ear and a feeling for people, he has succeeded in capturing the flavor and essence of a gunner's life.

A heterogeneous group of men, thrown together against their will into a life as unnatural as any life can be, presents an interesting problem to the novelist. For the common danger and the common boredom throw soldiers together in friendships that are stronger than most in civilian life. Yet each man clings to his own identity and the basic personal problems arising from his wartime situation remain his and his alone to resolve or crack under.

Quigley's story is primarily concerned with these two co-existing sides to a soldier's life. Banky Thompson solves his conflict, Alvin Jenks doesn't. Others had their problems solved for them by enemy flak.

Don't get the idea that *A Tent on*

Corsica is heavy going. It isn't. Martin Quigley has a sense of humor and his characters have their lighter moments. Have you ever had the good fortune to stand waist-deep in rare old vintage wine? Now there's a situation that offers unlimited possibilities.

The Army Air Forces in World War II,

Edited by W. F. Craven & J. L. Cate. University of Chicago Press. 896 pp., illustrated. \$6.00.

The first of a planned seven volume set covering the history of the U. S. Army Air Forces in World War II was published last year and dealt primarily with plans and early operations. Now the second volume has been released, and it has become obvious that the set, when completed, will be the definitive reference work for all phases of Air Force activity during the war. As a matter of fact, it is more than that. The historians in charge of the project have done a beautiful job in integrating Air Force activities with ground and sea operations so that the reader gets a rounded picture of all major operations.

Volume II covers the period between August 1942 and December 1943, or, roughly speaking the story of the Air Force from Operation Torch (invasion of North Africa in November 1942) to Operation Pointblank (the combined bomber offensive against the Axis). This offensive, of course, continued after December 1943 and Volume III of the series will deal with the later period.

The book is beautifully gotten out—it is readable, thoroughly documented, and well illustrated. Each operation is traced through all its stages—from early top-level planning, right down through execution, tabulation of results and careful analysis of possible reasons for its success or failure.

There doesn't seem to be a single operation of any importance omitted. Remember the famous Palm Sunday massacre over Cape Bon in April, 1943? That was the day that four P-40 Squadrons with a top cover of Spits shot down between 50 and 70 German transports and 16 fighter escorts with a loss to themselves of six P-40s and a Spit.

Then there is the story of the campaign against the Italian island of Pantelleria. The defeat of this island marked the first time in military history that enemy-held territory was conquered solely by air action and naval blockade. Our Air Forces in North Africa hit the fortified island with everything but their old C-ration cans as a steady stream of planes, ranging from P-38s to B-17s rocked enemy defenses for days on end until the island commander hung out the white flag.

This isn't a book you can sit down

and read through. But it's a book you will want to have on your bookshelf to read now and then.

The Eagle in the Egg,

by Oliver La Farge. Houghton Mifflin Co. 309 pp. \$3.50.

One of wartime aviation's most dramatic stories was the growth of the Air Transport Command from nothing at all to the greatest airway network the world has ever known. At its peak, during the summer of 1945, ATC was flying to virtually every corner of the globe: from Greenland to New Zealand, from Alaska to South Africa.

The *Eagle and the Egg*, by Oliver La Farge is the story of ATC. No one is better equipped than La Farge to tell that story. An outstanding professional writer and Pulitzer Prize winner, La Farge served ATC during the war as chief historian.

But, as the author himself says, this book is not the complete history of the Air Transport Command.

Rather than attempt to tell the whole story, Mr. La Farge has more or less arbitrarily picked out those phases and incidents in the ATC saga which, when taken all together give the essence of the growth and development of the command and the spirit of the men, big and little, who made the eagle fly.

He tells the fascinating story of a "civilian airline" which the ATC ran into neutral Sweden from bases in Scotland for the purpose of delivering supplies which Sweden otherwise would have to get by currying favor with the Nazis. This line flew over German-occupied Norway. Its planes were unarmed and manned by ATC personnel wearing civilian clothes. On their return trips, the transports picked up American airmen who had been forced down on Swedish soil.

Sad to relate, the establishment of ATC routes in the Pacific was made more difficult by the intense opposition of the U. S. Navy, which looked upon the Pacific theater as their private domain and wanted no competition from the Army. Mr. La Farge accounts again the notorious story of Guadalcanal, a campaign in which, he says, Navy chauvinism "greatly prolonged the agony of the heroic Marines."

NATS (Naval Air Transport Services) had concentrated most of its strength in the Pacific and the relations between the two organizations can hardly be described as cordial. With the Navy firmly entrenched on most of the islands, Army people, even the combat B-29 crews who were carrying the war to the enemy, had to fight for the very necessities of life—their poor food and wretched housing contrasting sharply with luxurious Navy fare.

Resolutions CONTINUED

► REFERENCE TO CONSTITUTIONAL AMENDMENTS.

WHEREAS, The national constitution of the Air Force Association is frequently subject to provisional amendment by the Board of Directors; and

WHEREAS, The Squadrons are frequently not advised as to the adoption of such provisional amendments, and therefore do not have an up to date version of the constitution; therefore,

RESOLVED, That it be reiterated that the basic responsibility and authority for modifying the constitution lies in the membership and that the Board of Directors are given the authority to change the constitution only because the organization is still in the formative period, and only for emergency purposes, and that the trend and the objective will be to, as soon as practicable, return the full authority of constitutional amendments to the membership; and

FURTHER RESOLVED, That the Board of Directors advise all Squadron and Wing Commanders of every constitutional amendment immediately following its adoption.

► APPRECIATION TO THE CONVENTION COMMITTEES.

WHEREAS, In view of the splendid manner in which the convention has been planned and arranged, it would be most appropriate to express our appreciation; therefore,

RESOLVED, That the appreciation of the entire membership be expressed for the work of the Chicago membership in being hosts to the convention, and for the work of the various committees who handled this convention.

First Giant CONTINUED

ideas of the future. Great things—and the B-19 is a great thing—may be dealt with properly only in terms of humble simplicity. Today we stand not at Z but at A in the aviation alphabet. This bombing Behemoth—this B-19—is one of the Air Corps's dreams come true."

Just solving the physical problems of manufacture taught the Air Force much about building big bombers. Tire companies, for example, had never before attempted anything approaching the size of the gigantic rubber shoes, eight feet across, which carried the B-19 down the runway. The enormous wheel measurements made it possible for engineers to use a demountable flange that bolted on rather than the conventional lock ring type. This method had to be tried on a large plane and after prolonged testing on the B-19, the design was later incorporated in all our modern large bombers.

The size of the B-19 permitted the setting up of observation platforms and test instruments which recorded in-flight stress measurements for the first time. Engineers estimate that this saved millions of dollars in the design of future big planes.

The B-19 was originally powered by Wright Cyclone radial engines capable of 2,000 horsepower, which were later modified and used on the B-29. Much of the original flight data on them was obtained while they were installed on the B-19 and it was then that the high capacity turbos were perfected for future use on the Superfortress.

In January 1944, the B-19 took off with a new set of engines—the most powerful inlines ever built. These Allison 24-cylinder V-type power plants capable of 3,000 horsepower each, were two of the same type used in the F-51 and other inline fighters.

And for the first time we had a plane whose wings were large enough to permit installation of a catwalk and the introduction of in-flight maintenance techniques on engines. These techniques were later adapted for use on the B-36.

The B-19 was the biggest bomber ever built for the Air Force until the construction of the B-36. Its wing span was 212 feet, length 132 feet, and its tail section stood more than 41 feet from the ground. The B-19 could carry a gross weight of 162,000 pounds including 11,000 gallons of gas. Its hollow steel propellers were 18 feet in diameter and the pitch of the two inboard props could be reversed giving additional braking action for landings.

During its long, illustrious career, the B-19, despite its experimental nature, never suffered a major accident. During its declining years, it became a part of the Air Museum at the Davis-Monthan AFB, and many people crawled through her long fuselage, poked at her tires and gaped at her size. Then it began to gather rust and dust and salvage was the next and final step for a great and gallant plane.

Bob Johnson CONTINUED

Manhattan Squadron. At a time when the squadron was floundering, Bob took over command. He set up a program featuring speakers like Alexander P. Seversky, Capt. Eddie Rickenbacker.

One of the big problems the Manhattan Squadron had was finding a suitable meeting place. Bob found one: the Wings Club in the Biltmore Hotel.

From the Manhattan Squadron Bob branched out into activities of AFA's First Division composed of some 18 or 20 squadrons in the New York area whose representatives met monthly to work out mutual problems. Last year he was Vice Commander of the New York State Wing. He has thus learned what AFA's problems and opportunities are at every level.

Bob is the first AFA President to occupy a command position in the Air Reserve. From September 1948, to April 1949, he was CO of 33rd. Night Recon Squadron. He is now Operations Officer and acting CO of the 84th (corollary) Fighter Group.

Bob's civilian job, is with Republic Aircraft. His title is Sales Liaison Engineer, which takes a bit of explaining. Actually what he does most, or will do most as soon as he settles down, is fly around the country to various Air Force fighter units demonstrating the F-84, getting the reactions of the pilots that are already flying it, and generally exchanging ideas.

What's he going to do as President of the Association? Well he's been in office less than a month at this writing, which is hardly time to have set his plans down in detail. But he already has an outline. Included are:

► A somewhat broader approach to the airpower problem. Bob, like his former boss Hap Arnold, believes that airpower is something that is measured in terms of a nation's *total* air effort—commercial and private as well as military. Bob proposes to direct AFA's interest in all three phases rather than concentrating on the military alone.

► Greater decentralization of authority. The vice-presidents of AFA were elected on a geographical basis for a purpose. Bob intends to use them.

► More AFA participation in community activities. Having served in the lower echelons of AFA, Bob knows what can be accomplished in small communities in the promotion of airpower by the exertion of a little organized effort. He doesn't intend to let the opportunities go by default.

Bob's pretty wife Barbara, it might be mentioned in passing, has already learned what it is to be an AFA widow. The day after his election at the Convention Bob called an evening meeting of all the AFA directors present. His wife had scheduled a reunion with some relatives. But she had to go by herself. Bob sent his regrets. It was like the day at the Lawton Air Show. He had found a great new world full of unlimited possibilities. His mind was back on that single track.

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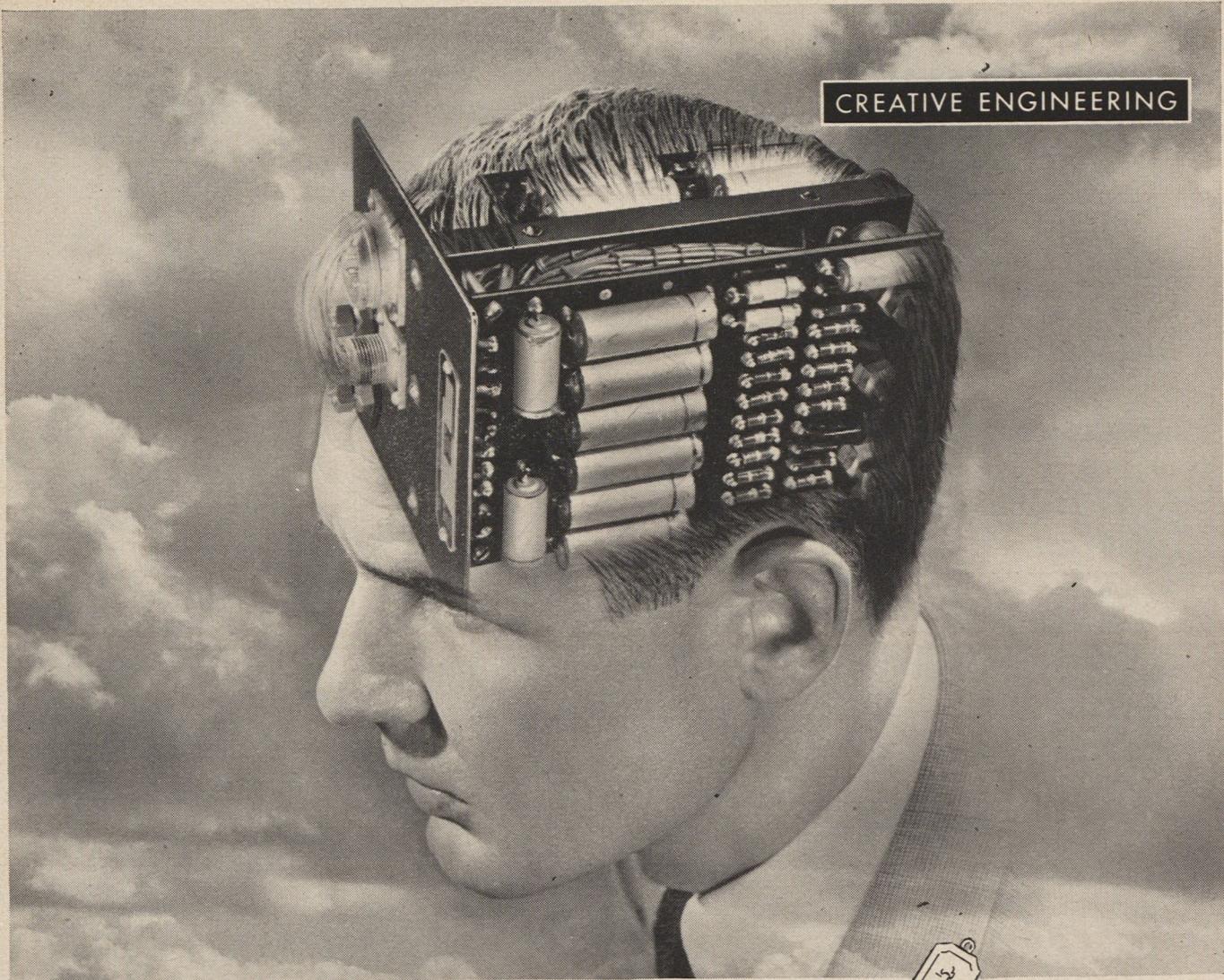
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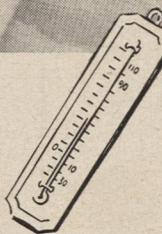
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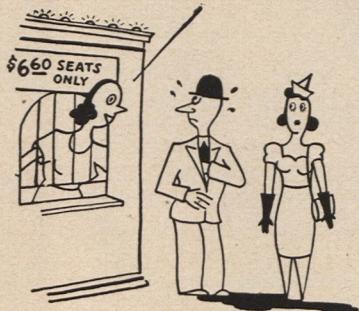
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In his thirty-five years of service as a Member of Congress he has devoted himself directly to the intricate problems of national defense. He has met these problems with a keen, vigorous mind; an honest, objective viewpoint; a determination to form judgment in keeping with the facts available, and a healthy, stimulating belief in the ability of his country.

He has become well versed in the requirement of land, sea and air warfare. He is justly entitled to recognition as an outstanding military statesman.

For his sincere interest, his many years of constructive endeavor and his outstanding contributions to the defense and security of the United States, this Citation of Honor for outstanding, public service is hereby awarded.

National Geographic Society

For Filling a Breach

World War II introduced global conflict for the first time in history, and with it the demand for cartographic information to guide American airmen and airplanes to the far corners of the earth and back again.

That the military services could not meet this demand was part of national unpreparedness. That a non-military agency, the National Geographic Society, could help fill the breach was at once a tribute to the significance of this organization and a testimonial to the civilian contributions that made victory possible.

For its ability to meet the emergency requirements of its country, for its invaluable contributions to the Air Force in accomplishing a global mission, The National Geographic Society is awarded this Citation of Honor for outstanding public service.

Honorable Carl Hinshaw

An Airpower Pioneer

The Honorable Carl Hinshaw early recognized the inherent utility of the airplane and its ability to contribute to the national defense, to commerce, and to the postal communication system of the United States.

Never content with a superficial knowledge of aeronautical subjects, he has devoted himself assiduously to a continuing study of the techniques and potentialities of aviation, and has become an outstanding authority both on civil and military aviation.

In his distinguished career as a Member of Congress, he has been a pioneer in advocating and supporting legislation designed to secure for the United States the many advantages which result from international leadership in aviation development.

For his sincere interest in Airpower as national policy and his many years of study and constructive endeavor in its behalf, for his outstanding contributions to the development and advancement of American aviation, this Citation of Honor for outstanding public service is hereby awarded.

Fred C. Crawford

An Air-Minded Civic Leader

Fred C. Crawford is an air-minded civic leader whose influence on aviation development in his home community of Cleveland, Ohio, reflects great credit on this city and on himself.

Having conceived the idea for the Air Foundation in Cleveland, he has served as President and guiding spirit of this non-profit organization which provides and assists scientific research and exploration in many fields of aviation, sponsors annual scholarships for advanced study in jet research and flight training, fosters youth education in aeronautical pursuits, and acts as underwriter and sponsoring agency for the well-known National Air Races.

For his outstanding community service and contributions to a better public understanding of aviation locally and nationally, Fred C. Crawford is awarded this Citation of Honor.

Smithsonian Institution

For Preserving the Record

Smithsonian Institution has long seen the value in preserving man-made milestones in aviation progress. Its collection of aeronautical items for museum purposes was underway a full generation before the first flight of the Wright Brothers.

The National Air Museum of the Smithsonian Institution is an outgrowth of that early interest in aviation. This Air Museum, with its valuable collection of aircraft and equipment, memorializes the national development of aviation and acts as a repository for scientific equipment of aeronautical significance.

For its foresight in establishing the National Air Museum and thus contributing to a better understanding of Airpower as a vital part of our national culture, the Smithsonian Institution is awarded this Citation of Honor for outstanding public service.



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